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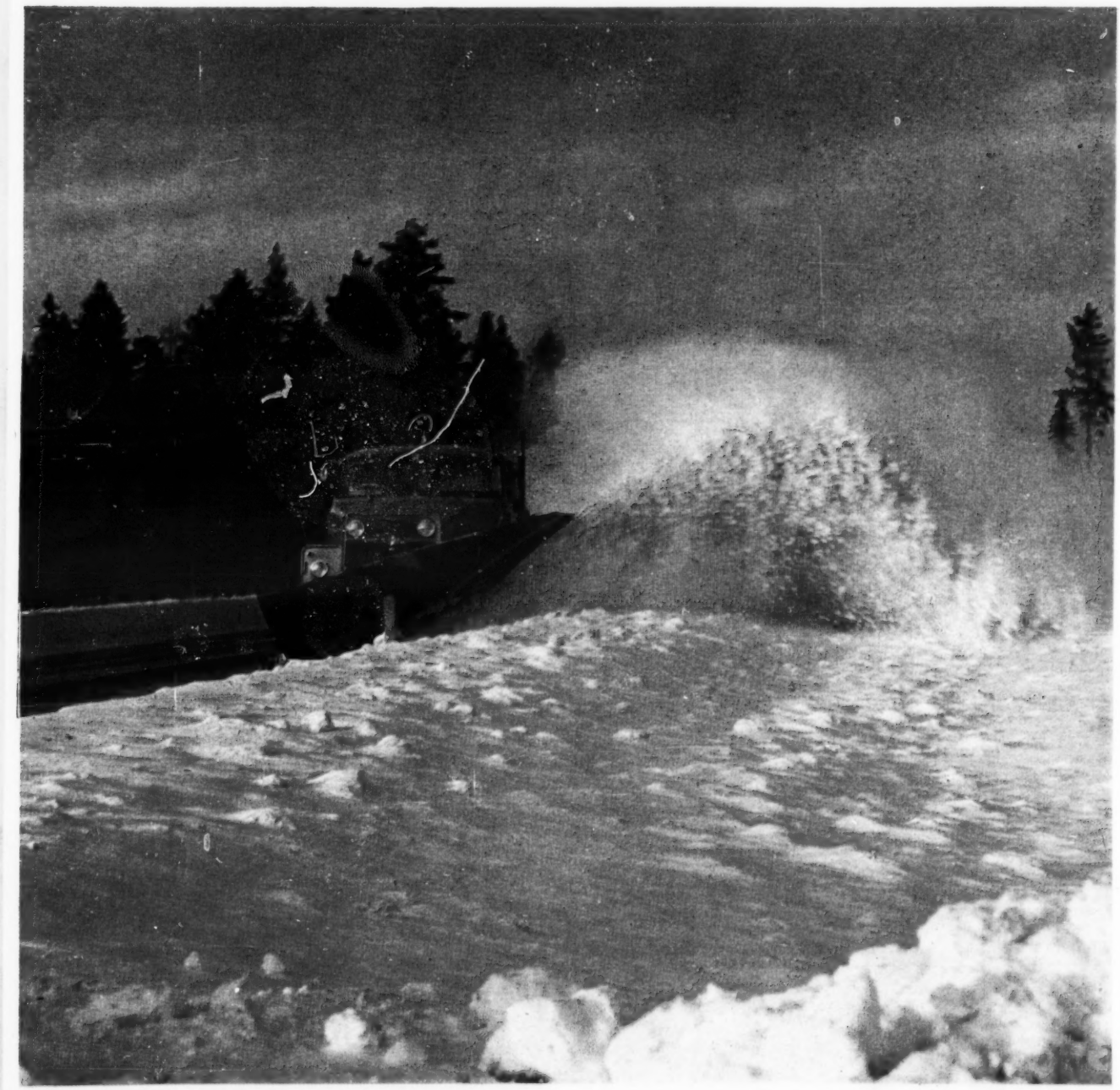

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Front cover photograph

A vital part of Finland's transport system, this snowplough in action gives some idea of the magnitude of the task of clearing the roads of snow in northern Finland during winter. The machine was built by Vanajan Autotehdas Oy, of Hämeenlinna, and is powered by an AEC diesel, type AV 690.

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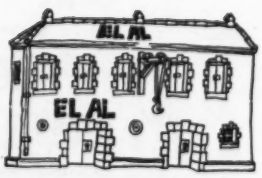

Metrication - the first moves

By D. A. Shepherd, OBE,

Ministry of Technology, Secretary of the Standing Joint Committee on Metrication.

THE MINISTRY OF TECHNOLOGY became the Government department concerned with the adoption of the metric system of weights and measures by British industry about a year ago. It is a good time to take stock of what has happened during that year.

It is, perhaps, not generally realized that the initiative for the change came from industry. In February 1965 the FBI (now Confederation of British Industry) wrote to three Ministers, the First Secretary of State, the President of the Board of Trade and the Minister of Technology, formally stating that the majority of British industry was in favour of the adoption of the metric system as the primary, and ultimately the only method of measurement to be used in this country and suggesting that the time was appropriate for a general statement on the part of Her Majesty's Government, expressing support for the principle and giving some indication of the timing envisaged. The advice offered by FBI was accepted and on May 24, 1965, the President of the Board of Trade made a statement in the House of Commons. Its main points were:

(a) The Government was impressed with the case which had been put to them by representatives of industry for the wider use in British industry of the metric system of weights and measures.

(b) The Government considered it desirable that British industry, on a broadening front, should adopt metric units, sector by sector, until that system can become in time the primary system of weights and measures for the country as a whole.

(c) The Government hoped that within ten years the greater part of the country's industry will have effected the change.

(d) The Government appreciated the need for metric standards, whenever possible internationally recognized, which would permit particular sectors of industry to work in metric units, and would make additional funds available to the British Standards Institution.

(e) Consideration would be given to the problem of how best to encourage educational work to familiarize future school generations and students in technological establishments with working in terms of metric units.

(f) Encouragement to change to the metric system would be given, as and when this became practicable for particular industries, by seeking to arrange that tenders for procurement by the Government and other public authorities should be in terms of metric specifications.

(g) The Government would establish a small standing joint committee of representatives of Government departments and industry to facilitate the removal of obstacles and to keep under constant review the progress which is being achieved.

Here are the guide-lines for Government action to help British industry to reach its declared objective.

Where have we got to?

British Standards Institution

Additional funds have been made available to BSI, and extra staff have now been recruited, to cope with the very substantial increase in work that metrication entails. In February 1966 the Institution established an internal planning group to deal, amongst other things, with the programme for re-writing and revising standards specifications in metric terms, and in accordance with the best metric practice based on international agreement. In short, the opportunity is being taken not merely to produce equivalent metric standards, but to improve and bring up to date a whole series of standards aligned with overseas metric practice. There are some 4,000 British Standard specifications to be amended or re-written and of these approximately 1,450 deal with methods of test, basic stock material, elementary components and cutting tools which must be accorded high priority. Of these 1,450 specifications, the BSI expect that the essential ones will have been amended by the end of 1968 and the balance will be available by the end of 1970. Where appropriate the work will proceed on all other specifications and a detailed programme is being drawn up. A number of standard specifications in metric terms have already been published and a collection of those having specific reference to production engineering are given in BSI Handbook No. 18 'Metric Standards for Engineering'. Publication of new metric standard specifications will be announced by BSI as they become available.

In addition to the revision and re-writing of standard specifications, BSI is the focal point for industry's own planning of the change. This is likely to take the form of a questionnaire to a wide range of industry early in 1967 with the aim of producing an agreed time scale. When the replies have been received and analysed, BSI will be in a better position to indicate a series of programmes that will be acceptable to the majority in the various sectors of industry. In the case of the construction industry a programme has now been agreed, after full consultation, and will be published early in 1967. It is, perhaps, surprising that the construction industry should be in the forefront of metrication, but this is primarily due to the rapid developments taking place in industralized building and the urgent need for rationalization and the establishment of dimensional co-ordination. The opportunity to adopt the metric system at the same time has been taken.

Standing Joint Committee on Metrication

A standing joint committee, comprising representatives from industry, Government, trade unions, Confederation of British Industry and British Standards Institution was set up early in 1966 with the following terms of reference:

> 'to encourage, assist and review the progressive adoption within British industry of the metric system of weights and measures'.

The chairman of the committee is Mr. A. H. A. Wynn, who is in charge of the Standards Division of the Ministry of Technology, and its membership is roughly half from Government departments and half from industry, both management and trade unions.

The main function of the Committee is to consider the broad aspects of metrication, to smooth out the bottlenecks and co-ordinate overall direction. In addition, the Committee provides a point of contact between Government and representatives of all interests concerned with metrication. Since its first meeting in May,

1966, the Committee has received and considered papers from a number of trade associations, professional institutions, Government Departments, and others and has, in addition, considered a large number of specific problems related to metrication. The Committee will also formulate recommendations for Government policy in areas where industry feels that more positive assistance is required.

Government procurement

As indicated by the President of the Board of Trade the change to the metric system can be encouraged, when this becomes practicable for particular industries, by Government and other public authorities inviting tenders against metric specifications. The words 'when this becomes practicable for particular industries' are important as the effective use of public procurement to 'force the pace' on metrication has its own problems of timing. Tenders for equipment in metric terms can only be invited when the sector or sectors of industry concerned have confirmed that they are able to meet demand from their own resources.

On the other hand there may be a reluctance on the part of some customers to be first in the field with metric equipment and, in such cases, public procurement can be used to help stimulate demand. It is also important that Government departments and other public authorities should not adhere unnecessarily to imperial units but should give whatever assistance they can to facilitate the changeover.

Legislation

There is no legislation on the Statute Book compelling introduction of the metric system in industry nor is any contemplated. Metrication has been accepted as a voluntary process but amendment to existing legislation will be necessary, in many cases, to permit the general adoption and use of the metric system.

Imperial units are referred to in a surprisingly large number of Acts of Parliament which impinge on all aspects of human activity and range from taxation to weighing fish. Legislation applying to the retail trade is a particular case in point and, although the metric system has been legal in this country for many years, there are a number of items, mainly of popular foods which can, at the present time, only be offered for sale in imperial units. At some time this will have to change, and the Standing Joint Committee is grappling now with this problem. A possible outcome is permissive change in particular sectors.

Finance

There is no doubt that manufacturers and users will be involved in additional expenditure in effecting the change to the metric system. Plant may have to be replaced, new tools, gauges and measuring instruments will be required, some dual stocking will be necessary, re-training of staff may be needed, and so on. The actual cost of the changeover will depend very much on the timing, and coincidence with normal obsolescence of plant and equipment. To a large extent these variable factors will be within the control of individual manufacturers and careful planning will undoubtedly reduce the cost of the changeover which, in any case, will be a gradual process. There are no special Government financial arrangements for metrication, though the usual tax allowances for premature write-off apply as does the Investment Grant system.

Use of SI Units

At the present time there are some slight differences in metric practice between the various metric-using countries but attempts are being made through the international bodies to achieve standardization. The International Standards Organization has recommended the Systeme International (SI) which is essentially the MKSA System using the Newton as the unit of force. This system is rational and coherent and, therefore, has many advantages. It also has wide international acceptance and has, therefore, been adopted for general use in this country. British Standards Institution Publications BS 3763 and PD 5686 deal respectively with 'the International System (SI) Units' and the 'Use of SI Units'. A new edition of the latter should be issued shortly, giving the generally accepted (internationally) multiples and sub-multiples of the basic SI units, and their derivatives. It is the policy of the Standing Joint Committee, reflected by BSI in the discussions on Units in ISO, and in these publications (see, for example, BSI News of December 1966, page 12) to adopt a practical rather than a purist attitude to these derived units.

Individual firms in industry

The change to the metric system will offer substantial benefits, but it will be accompanied by problems and difficulties. For progress to be made and success achieved much planning and consultation at all levels will be necessary.

The Government, BSI, CBI, Trade Unions, Trade Associations etc. will all have an important part to play but the long haul has to be made by industry. Individual firms will have to consider their own position in great detail and, in conjunction with their suppliers, customers and so on, formulate definite ideas on the timing and effect of the change. The problems of new designs, retooling, dual stocking, phasing-in of metric-sized raw material, retraining of staff and the other effects of metrication must be considered in detail so that reliable information can be given to BSI to enable the overall picture to be built up and a workable programme produced.

Clearly, the change to the metric system will not be accomplished overnight but will be a gradual process, the rate varying in each sector. Some manufacturers with export commitments have already made the change, others, for good reasons, will not be able to do so until much later on, but for the larger part of industry the indications are that the target date of 1975 can be achieved provided a realistically phased programme can be worked out. It is, therefore, vitally important that each sector of industry and each individual firm considers its own position in detail so that it can make a positive contribution to the formulation of this programme.

It is clear, however, that the main contribution to be made by individual manufacturers, at the present time, is a detailed study of what metrication means to them and how and when the changeover can be effected in their own works. In addition to financial consideration this will inevitably involve full consultation and co-operation with suppliers, users, trade associations and, in particular, BSI.

Commonwealth and Sterling Area Trade

86th STATISTICAL ABSTRACT

The latest edition of this annual publication summarizes the external trade of the Commonwealth and sterling area up to the end of 1965. The Abstract also contains tables on prices, production and consumption of selected commodities which are important in the exports of Commonwealth and sterling area countries, and on their population and balance of payments.

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FOREIGN AWARDS FOR BRITISH BUSINESSMEN

From left to right, Mr. Clemens N. Natham, textile technologist, receives the decoration of Cavaliere of the Order Al Merito Della Repubblica Italiana from HE Signor Gastone Guidotti, the Italian Ambassador. The decoration was conferred on Mr. Nathan, chairman of the Cunart Company Ltd., by the President of the Italian Republic 'in recognition of his valuable services to the Italian textile industry'.

Mr. Monty Prichard, managing director of the Perkins Engines Group, accepts a Gold Medal Award for Marketing Excellence at a banquet in New York. Similar awards were presented to 21 other companies and one government agency, representing eight different nations by Sales and Marketing Executives – International. Presenting the award is Mr. Russ Johnston (left), SME-I international vice-president, while Mr. A. G. R. Rouse, British consul-general in New York, looks on.

In recognition of their efforts to strengthen the commercial relationship between France and Britain, the Commission Municipale du Commerce du Lyon arranged for Burberrys Ltd., to be presented with the City's Medal. The presentation was made by M. Jacques Rosseli (right), president of the French Chamber of Commerce of Great Britain, to Mr. W. S. Peacock, Burberrys' chairman.

Mr. Donald D. Burr (left), executive vice-president of Yardley USA, presents Mr. John Bates with the award given by Yardley to the most talented young British fashion designer of the year.

Mr. Bates, who designs for Jean Varon, was the young man who made Diana Rigg's dresses for the Avenger TV series. Yardley gave a celebration luncheon at the Plaza, New York, to which John Bates was flown over.

Mr. Douglas Jay welcomes industrial free trade within EFTA

THE FOLLOWING MESSAGE has been given by Mr. Douglas Jay, President of the Board of Trade, to British industry:

'Tomorrow is the first day of industrial free trade within the European Free Trade Association. This means that we now operate in a single market of almost 100 million consumers – many of them belonging to some of the richest countries in Europe. For British industry it means a doubling of their home market: already trade between the EFTA countries has doubled since the Association was formed in 1960, and there is every reason to look forward to further expansion in what is the most active trading area in the world.'

President's tribute to overseas staff

FOLLOWING IS the text of a minute which Mr. Douglas Jay, President of the Board of Trade, has sent to the Foreign Secretary and the Commonwealth Secretary:

In recent months we have had some very encouraging export figures, on which we can congratulate ourselves, as well as paying tribute to our exporters. I know how much of our success we owe to the hard work of Diplomatic Service staff engaged on commercial work in our Embassies and Consulates overseas, and I should be grateful if you would convey to them my thanks, as Minister concerned with exports, for all that they have done to help to secure the very encouraging trend now apparent in our exports.

DOUGLAS JAY,
December 20, 1966.

Visits by British overseas commercial representatives during the period January to March 1967

THE FOLLOWING Commercial Diplomatic Officers are expected to be in this country during the next three months.

CONGO (Kinshasa)	H. C. White	First Secretary (Commercial)	February	In present post since 1965.
GHANA (Accra)	K. B. Barratt	Second Secretary (Commercial)	March	In present post since 1965.
LEBANON (Beirut)	M. T. S. Blick	Second Secretary (Commercial)	March	In present post since 1964.
SINGAPORE	G. H. Pecover	Second Secretary (Commercial)	March	In present post since 1964.
SOUTH AFRICA (Durban)	M. J. A. P. Sullivan	Consul (Commercial)	February	In present post since 1964.

British firms and organizations (including those in the Board of Trade Eastern Region, and London and South-eastern Region) which wish to meet any of these officers to discuss specific export problems are asked to write for an appointment to the appropriate Board of Trade Regional Controller stating the nature of the problem and the commodities involved. (The Board's Regional Offices together with the areas covered, and the appropriate Office for Northern Ireland, were listed at page viii of the *Board of Trade Journal* of October 7, 1966.) Those firms and organizations other than in the Eastern Region and the London and South-eastern Region, which would either prefer or would be prepared, if necessary, to meet the officer for an interview in London, should write to Tours Section, Board of Trade, Sanctuary Buildings, 20 Great Smith Street, London, S.W.1.

Firms are reminded that the Export Services Branch of the Board of Trade, Hillgate House, 35 Old Bailey, London, E.C.4, are in close touch with all overseas representatives and would be glad to advise British firms on matters relating to their export trade. Regional Officers of the Board of Trade, or in Northern Ireland, the Ministry of Commerce, Belfast, are also available for consultation on export matters.

Commonwealth agriculturalists visit Britain

A GROUP of Commonwealth agriculturalists spent two weeks in Britain at the invitation of the Royal Commonwealth Society and the British National Export Council and completed their tour on December 15. In addition to spending two days at the Royal Smithfield Show, the delegates visited a number of manufacturers of agricultural equipment, and participated in a Study Day half way through the programme, as well as a discussion session at the end.

The detailed observations and suggestions made by these officials from Nigeria, Malaysia and Trinidad showed the enormous value of personal contacts in fostering both Britain's export trade and the interests of the developing countries. Without doubt much business will be done as a result of this mission, with some orders likely to be placed almost immediately.

Both Malaysian and Nigerian delegates commented that, contrary to their preconceived notions, British tractors were cheaper than their American equivalent. The Malaysian Agricultural Officers explained in detail the kind of equipment required for rice cultivation; whereas Trinidad's economy needs a practical and fairly uncomplicated vegetable harvester. Nigeria requires a wide range of machinery, from abattoir ancillary machinery to hand-operated groundnut decorticators. Nigeria also wishes to improve its goat stock, and the Nigerian Ministry of Animal and Forest Resources may consider importing breeding stock from the British Alpine, Toggenberg and Saanen breeds.

It was also repeatedly emphasised that all imported machinery must be backed by a good servicing and spare parts organization.

United Kingdom tariff

THE CUSTOMS TARIFF has been reprinted to take account of the elimination on December 31, 1966, of the EFTA rates of duty on goods covered by the EFTA Convention. The rates of duty are now shown in two columns, one giving the full rate and the other the preferential rates (for goods of the Commonwealth Preference area, EFTA and the Irish Republic). A separate rate for the Irish Republic is shown only where it differs from the Commonwealth Preference rate. Certain subheadings which are no longer required in order to show separate rates of duty for goods of EFTA origin have been eliminated.

The Tariff also incorporates changes in the names of certain chemicals in accordance with the revised system of chemical nomenclature recommended in British Standard 2474: 1965.

HM Customs and Excise Tariff is published by Her Majesty's Stationery Office, price £2 7s. 6d. (including binder).

EFTA INFORMATION CENTRE

The Board of Trade maintains an EFTA Information Centre to answer general inquiries about the European Free Trade Association and to advise on sources of more specialized information. It also distributes literature free of charge, including the EFTA Bulletin, *the EFTA Secretariat's monthly journal. Address: Board of Trade, 1 Victoria Street, London, S.W.1 (Tel. Abbey 7877, Exts. 2479/2480).*

The Southern Rhodesia (Prohibited Trade and Dealings) Order 1966

THE SOUTHERN RHODESIA (Prohibited Trade and Dealings) Order, 1966, which was made by HM the Queen on December 21, was laid before both Houses of Parliament on December 22 and came into operation on December 23. The purpose of this order is to give effect to the recent resolution of the Security Council of the United Nations imposing mandatory sanctions against Southern Rhodesia. The Order operates as part of the law of the United Kingdom and, in certain respects, also as part of the law of Southern Rhodesia itself.

Article 1 prohibits the importation into the United Kingdom of goods specified in Schedule 1 to the Order that have been exported from Southern Rhodesia since the commencement of the Order. The goods in question are: asbestos, iron-ore, chrome, pig-iron, sugar, tobacco, copper, meat and meat products and hides, skins and leather. Goods which have merely passed through Rhodesia in transit. are not affected.

Article 2, which (except for paragraph (5)) operates as part of the law of Southern Rhodesia as well as of the United Kingdom, prohibits the exportation from Southern Rhodesia of the goods specified in Schedule 1 to the Order and also prohibits certain ancillary transactions. In particular, paragraphs (2) and (4) regulate contracts concerned with the exportation of such goods and other acts calculated to promote their exportation; paragraph (3) regulates dealings in such goods that have been exported in contravention of the Order; and paragraph (5) deals with transmission of funds to, or for the credit of, persons in Southern Rhodesia for the purposes of a transaction involving the exportation of goods contrary to the Order.

Article 3 prohibits the exportation from the United Kingdom to Southern Rhodesia of the goods specified in Schedule 2 to the Order. The goods in question are: arms, ammunition, aircraft, motor vehicles and equipment and materials for the manufacture, assembly or maintenance of any of these goods.

Article 4 prohibits the supply or delivery to Southern Rhodesia of the goods specified in Schedule 2 and also prohibits certain ancillary transactions and Article 5 prohibits the importation of such goods into Southern Rhodesia.

Article 6 prohibits the use or operation of undertakings in Southern Rhodesia for the manufacture or assembly of aircraft or motor vehicles. It also imposes restrictions on certain transactions concerning such undertakings which might enable this prohibition to be evaded or disregarded.

Article 7 prohibits the carriage in British ships, that is to say, ships registered in the United Kingdom and dependent territories, or in British aircraft of goods which have been exported from or are being supplied to Southern Rhodesia in contravention of the Order.

Articles 4, 5, 6 and 7 also operate as part of the law of Southern Rhodesia as well as of the United Kingdom.

Article 8 confers certain powers on 'authorized officers', that is to say, Naval officers, Customs officers, Consular officers and Board of Trade officials, to investigate British ships that are suspected of being involved in the carriage of goods to or from Southern Rhodesia in contravention of Article 7 of this Order or of carrying petroleum to Southern Rhodesia in contravention of the Southern Rhodesia (Petroleum) Order 1965. In the case of ships suspected of being involved in the carriage of prohibited goods to Rhodesia, authorized officers are given the power to divert and detain ships for investigation or to forbid them to land the cargo in question. Similar powers of investigation are conferred on the Board of Trade in respect of British aircraft.

Article 9 and Schedule 3 confer certain powers on the Treasury, the Board of Trade and the Commissioners of Customs and Excise to obtain evidence and information for the purpose of securing compliance with or detecting evasion of this Order, or of the prohibition on the carriage of petroleum to Southern Rhodesia that is imposed by the Southern Rhodesia (Petroleum) Order 1965, and to facilitate their obtaining evidence of the commission of offences with respect to the matters dealt with by this Order or by the Southern Rhodesia (Petroleum) Order 1965.

Article 10 deals with penalties and proceedings for offences against the Order and Article 11 deals with the discharge of the functions conferred by the Order on the Treasury and the Board

(*Continued on page* 1617)

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The Times and the Sunday Times

THE REPORT by the Monopolies Commission on the proposal to bring *The Times* and the *Sunday Times* under common ownership was published on December 21 as a House of Commons paper (HC 273).

On September 30, 1966 the Board of Trade received an application for their consent under Section 8 of the Monopolies and Mergers Act, 1965 to the transfer of *The Times* and the *Sunday Times* to a newspaper proprietor – a new company to be set up in which the Thomson Organisation and The Times Publishing Corporation would own 85 per cent and 15 per cent respectively. In pursuance of the requirements of the Monopolies and Mergers Act the Board of Trade, on the same day, referred the matter to the Monopolies Commission for investigation and report.

In a brief statement to the House on the same day, Mr. Douglas Jay, President of the Board of Trade, said that he had accepted the report's conclusions and had accordingly given his consent to the proposed transfer. Mr. Jay added that the Thomson Organisation had formally confirmed to him the personal assurances given to the Commission about the preservation of the separate identities of *The Times* and the *Sunday Times* and about the maintenance of the independence of their editors.

Finding by the Commission

The Commission have concluded that, taking into account all the relevant circumstances and having regard to the need for accurate presentation of news and free expression of opinion, the proposed transfer of *The Times* and the *Sunday Times* to the proposed new company might be expected not to operate against the public interest. One member, in a note of dissent, recommended that the Board of Trade should attach certain conditions to their consent to the proposals.

The Board of Trade view

Mr. Douglas Jay, the President of the Board of Trade, has studied the report and recommendations of the Monopolies Commission. He has received from the Thomson Organisation their re-affirmation of the assurances given to the Commission by Lord Thomson about the preservation of the separate identities of *The Times* and the *Sunday Times*, and about the maintenance of the independence of their editors. The President has accepted the recommendation that the proposed merger might not be expected to operate against the public interest and has given consent to the transfer of *The Times* and the *Sunday Times* to the proposed new company in the terms set out in the report.

The President announced his decision in reply to a written question in the House of Commons on December 21.

SUMMARY OF THE COMMISSION'S REPORT

The Monopolies Commission in reaching their conclusion have considered many aspects of the proposed merger; some of their principal comments and conclusions are summarized below.

Facts

The Commission reported that during the period 1961-1966 the circulation of *The Times* increased from 253,000 to 273,000, whereas over the same period the circulation of the *Sunday Times* increased from 967,000 to 1,360,000. The Thomson Organisation control daily newspapers which have 6 per cent of the total circulation of all daily newspapers in the United Kingdom; their Sunday newspapers also have 6 per cent of the total circulation of all Sunday newspapers in the United Kingdom. The Daily Mirror Group, the Daily Mail and General Trust, Beaverbrook Newspapers and the News of the World each control newspapers with a considerably larger percentage of the circulation of daily and/or Sunday newspapers than those of the Thomson Organisation.

Events leading to the proposed transfer

The Times Publishing Company told the Monopolies Commission that for several years past they had been concerned at the unsatisfactory commercial performance of *The Times*. They thought that in order to reach a commercially satisfactory circulation it would be necessary to invest about £2-3 million in expansion and development, to introduce new techniques, management, research and marketing skills and to acquire the strength that would come from being part of a broader based organization. Over the past 18 months the Times Publishing Company have had abortive discussions with other quality newspapers, including the *Manchester Guardian*, the *Observer* and the *Financial Times*, with a view to some form of association.

The terms of the proposed transfer

The new company, Times Newspapers Limited, would publish *The Times* and the *Sunday Times* as a seven-day-a-week newspaper. The goodwill, copyright and business of *The Times* and *Sunday Times* would be transferred to the new company. It would have an initial share capital of 850,000 'A' shares of £1 each, 75,000 'B' shares of £1 each and 75,000 'C' shares of £1 each. The 'A' shares would be allotted to the Thomson Organisation and the 'B' and 'C' shares would be allotted to the Times Publishing Company. It was proposed that Times Newspapers would be managed by a board of 12 directors which would include nominees of the Thomson Organisation and of Mr. Gavin Astor, four independent 'national figures', the editor-in-chief of the two newspapers and the general manager of Times Newspapers.

CONCLUSION ON THE PUBLIC INTEREST

The need of *The Times* for outside help

Although the Monopolies Commission were told that the Times Publishing Company would not be able to continue to publish *The Times* without some outside assistance they considered that those witnesses who believed that the death of *The Times* was imminent might be exaggerating the problems. Nevertheless the Commission accepted that there were grounds for concern about the future prospects of the newspaper. They considered that the essence of the problem was that during a period in which the market for quality newspapers was growing the circulation of *The Times* had remained static.

The Commission saw no reason to disagree with the view expressed by some witnesses that the Times Publishing Company could have avoided its present difficulties if the problem of increasing the circulation of *The Times* had been tackled energetically some years ago. They felt that it was true that substantial capital was needed and that there was a pressing need for good management, skilled in marketing, which would make a determined effort to gain greatest advantage from a higher circulation. The Commission considered that it was plain that the Times Publishing Company no longer had confidence in its own ability to carry on successfully.

Advantages of a link with the *Sunday Times*

There was no doubt that the Thomson Organisation had an outstanding reputation among newspaper publishers for its management and marketing skills. In this regard the proposed merger should greatly improve the commercial prospects of *The Times*.

In the light of the evidence the Commission had no hesitation in concluding that if the Times Publishing Company required help in the form of finance and management skills then the proposed link offered a good prospect of keeping *The Times* in being. Although there could be other means of preserving *The Times* there was no alternative at present in sight which offered as firm grounds for confidence as this proposal.

How the proposed transfer might affect the public interest

In considering whether the public interest might suffer as a result of the proposed transfer the Monopolies Commission addressed their mind to the following questions:

(i) Whether the transfer would cause an excessive concentration of newspaper power.

(ii) Whether there would be a threat to the survival of other newspapers.

(iii) Whether changes in the nature of *The Times* would be likely to result that would rob it of the qualities which made its preservation a matter of public interest.

(i) *Concentration of ownership*

The new company would publish only one daily and one Sunday newspaper. However, the Commission considered that it was not realistic to consider this question without paying attention to the other activities of the Thomson Organisation through which they

were able to influence public opinion. They noted that the Thomson Group also owned the *Scotsman* and about 100 magazines and provincial newspapers and had various interests outside the newspaper industry.

However, bearing in mind that the Thomson Organisation did not at present own an English national daily newspaper, that the other interests of the Thomson Organisation did not give it much influence over public opinion and that the avowed approach of the Thomson Organisation was to leave editors free to decide editorial policy the Commission concluded that the proposed transfer would not lead to an undue concentration of newspaper power.

The Commission noted that although there could be no guarantee that the Thomson Organisation or its successors would always abide by these policies the transfer of *The Times* to a company with such a policy involved little risk; indeed less risk was involved than in transferring *The Times* to a proprietor who regarded newspapers as vehicles for his own views.

(ii) *Threat to other newspapers*

The Commission recognized that both the *Observer* and the *Guardian* would be in a vulnerable position but they considered that the question of re-negotiation of their printing contracts with the Thomson Organisation must be left for settlement between the parties; they did not think that it would be appropriate to suggest any special safeguards in this regard in the public interest.

The Commission recognized that a more commercially successful *Times* could add to the difficulties of other quality newspapers but they considered that the consequences of the transfer would not, of themselves, suffice to kill any newspaper which would otherwise have survived. They pointed out that any alternative plan to strengthen *The Times* might carry the same threat to its competitors.

(iii) *Changes in The Times*

(a) *Reporting of news*

In considering whether there would be any changes under the new management which would be detrimental to the public interest, the Commission received assurances from the Thomson Organisation that it would not intend to make any change in the nature of *The Times* as a newspaper of record. Further, the editor-in-chief designate assured the Commission that he would make it clear to the editor and the staff of *The Times* that they would have his complete protection in honestly reporting events even if they affected other Thomson interests. The Commission concluded that there was little danger that the public interest would suffer from changes in *The Times* as a purveyor of news.

(b) *Editorial independence*

Considerable anxiety was expressed to the Commission about the danger to *The Times* as a vehicle for the free expression of opinion on public issues. First, because of the avowed object of the Thomson Organisation to make profits; and secondly, because *The Times* and the *Sunday Times* would be under the control of a single editor-in-chief. The Commission accepted that there were real grounds for these anxieties.

The Commission thought that commercial considerations would probably play a greater part in running *The Times*, but on the other hand they pointed out that a proprietor who did not have the financial resources of the Thomson Organisation might be even more dominated by commercial considerations. Although in the future *The Times* would no longer speak with its accustomed voice, the Commission did not regard this in itself as a valid ground for objecting to the transfer provided that the editor would remain free of external control in matters of opinion.

The Commission were more concerned about the danger of the editorial link between the two newspapers through the editor-in-chief. The role of the editor-in-chief of the two newspapers would be to allocate editorial budget; to organize such joint projects, joint services and cross posting of staff as he might decide; to make senior staff appointments; and to recommend to the board the appointment of the two individual editors. However, the editor-in-chief designate had undertaken to make it quite clear to each editor that they would have complete independent authority, and Sir William Haley had assured the Commission that, in his position as chairman of Times Newspapers he would regard it his duty to ensure the independence and authority of the two editors.

In the light of these assurances the Commission were satisfied that there was reasonable assurance that the editors of *The Times* and the *Sunday Times* would be given full and independent responsibility for the opinions expressed in their papers. There could be no guarantee of this independence continuing in the long term, but the Commission considered that it might be in the new company's commercial interests to convince readers that the two papers still had separate identities; moreover, a tradition of separate editorial responsibility established in the early years might reasonably be expected to persist.

CONCLUSION

The Commission considered that the various apprehensions for the public interest expressed by the witnesses were not groundless. The future independence of *The Times* could not be regarded as certain, and it had to be recognized that if it came under the control of the Thomson Organisation commercial considerations would play a greater part than they had in the past. However, in the light of the assurances given by the Thomson Organisation, there was every prospect that the survival of *The Times* would be assured, that the public would continue to be offered a good newspaper, and, moreover, that in matters of editorial opinion it would continue to speak with a separate voice.

The Commission considered that in the future *The Times* would have no claim to any special role or status, but this was not regarded as contrary to the public interest. The combination of *The Times* and the *Sunday Times*, backed by the strength of the Thomson Organisation, would present formidable competition to the other quality newspapers. However, the Commission thought that neither this increase in competitive strength nor the increase in concentration of newspaper ownership would give cause for concern.

Notes:

The report (HC 273, price 5s.) is on sale at HMSO bookshops (by post 5s. 6d. from HMSO, Box 569, London, S.E.1).

The members of the panel of the Monopolies Commission who carried out this investigation were:

Ashton Roskill, Esq., QC (chairman),
Brian Davidson, Esq., CBE,
W. E. Jones, Esq., CBE,
E. L. Richards, Esq., MBE, MC, TD,
Professor B. S. Yamey,
Lord Annan, OBE,
Lord Francis Williams, CBE,
Donald Tyerman, Esq.

The last three named were appointed by the Board of Trade from a panel of persons maintained for the purpose of taking part in the investigation of newspaper mergers.

This was the first reference to the Monopolies Commission of a newspaper merger since the Monopolies and Mergers Act came into force in August 1965.

Below is a copy of the letter received by the President of the Board of Trade on December 19 from the deputy chairman and managing director of the Thomson Organisation, Mr. J. Coltart:

'During the inquiries by the Monopolies Commission into the proposed transfer of *The Times* newspaper, Lord Thomson gave certain assurances to the Commission about the preservation of the separate identities of *The Times* and the *Sunday Times*, and about the maintenance of the independence of their editors.

'I am now writing to affirm, on behalf of the Thomson Organisation Limited, the assurances given by Lord Thomson personally to the Commission.'

SUBSCRIPTION AND SALES

Readers are reminded that subscription and sales inquiries should be addressed to HMSO at any of the following addresses: 49 *High Holborn, London, W.C.*1; 423 *Oxford St., London, W.*1; 13*A Castle St., Edinburgh* 2; *Brazennose St., Manchester* 2; 35 *Smallbrook, Ringway, Birmingham* 5; 109 *St. Mary St., Cardiff*; 50 *Fairfax St., Bristol* 1; 80 *Chichester St., Belfast; or through any bookseller.*

Telephone inquiries should be made to Waterloo 6977, Ext. 472.

Monopolies Commission report on aluminium semi-manufactures

THE REPORT OF the Monopolies Commission on the supply of aluminium semi-manufactures was published on December 21.

The Monopolies Commission were asked, in July 1965, to investigate and report whether monopoly conditions, as defined in the monopolies legislation, prevailed by virtue of the fact that two or more persons refused normal trade discounts to distributors who obtained part of their requirements of aluminium semi-manufactures from abroad.

In the course of their investigation the Commission received information which indicated that there might exist between manufacturers an agreement to this effect which would be registrable under the Restrictive Trade Practices Act, 1956. The Commission suspended their investigation while the situation was clarified. In September 1966 the agreement was placed upon the Register of Restrctive Trading Agreements. At least 73 per cent of total supplies in the United Kingdom of aluminium semi-manufactures is in the hands of four of the parties to the agreement. The Registrar of Restrictive Trading Agreements will in due course refer the agreement to the Restrictive Practices Court, and it will now be for the Court to rule on whether or not the restrictive provisions are contrary to the public interest. The matter has thus passed outside the purview of the Monopolies Commission, who have no further duty to perform.

Copies of the Report are available from HMSO, 49 High Holborn, London, W.C.1, and branches, price 10d. (by post from HMSO, PO Box 569, London, S.E.1, price 1s. 1d.).

Consideration of mergers by the BoT

IN CARRYING out their responsibilities under the Monopolies and Mergers Act, 1965, the Board of Trade announce that on the information at present before them it is not their intention to refer the following three proposed mergers to the Monopolies Commission under the provisions of that Act:

(i) The General Electric Company Ltd. and Telephone Rentals Ltd.
(ii) Teleflex Products Ltd. and Arens Controls Ltd.
(iii) Elbief and Company Ltd. and Sidney B. Gilbert Ltd.

Notes:

The Board of Trade announced earlier this year that they now proposed to publish their decisions in respect of mergers which they have considered under the Monopolies and Mergers Act, 1965. Previously, the Board of Trade had publicized their decisions only in those cases where a merger had been referred to the Monopolies Commission.

This announcement is the twelfth under the revised procedure.

Application for the removal of the Import Duty on coir fibre

THE BOARD OF TRADE announced on December 17, 1964 that they were considering an application for the removal of the import duty on coir fibre. The Board of Trade now announce that Her Majesty's Government have decided to reject the application.

Sir Richard Powell (right), Permanent Secretary to the Board of Trade, and Mr. Clifford Baylis, Under-Secretary, made a tour of the pottery industry in December, and are seen here watching a hand paintress at work in the china enamelling department at the factory of Josiah Wedgwood & Sons Limited, Barlaston, Stoke-on-Trent.

'Inventions for industry'

THE CURRENT edition (No. 29) of 'Inventions for Industry', the six-monthly bulletin of the National Research Development Council, has been published. Copies are available free of charge on request to industrial concerns and libraries. Besides news of the Corporation, the bulletin gives short descriptions of inventions available under licence in the fields of mechanical engineering, scientific instruments, chemical engineering and electrical engineering and electronics. There is also an article on the role of the NRDC in the field of automation, a review of several NRDC projects, and other features.

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Imports from Japan: Quotas for 1967

IT WAS announced in the *Board of Trade Journal* of December 23, p. 1565 and p. 1584, that as a result of negotiations in Tokyo, Japanese exports to the United Kingdom of certain items would be liberalized from January 1, 1967, and that quotas would be increased from the same date on the items remaining subject to control.

The tables below give further particulars of the items to be liberalized and set out the quota for 1967.

The 1966 quotas are given for purposes of comparison; in the case of the textile items these quotas covered also the items now to be liberalized.

The controls on the textile items are exercised by means of Japanese voluntary export control; the toys and pottery are subject to United Kingdom import licensing.

(a) *Items to be liberalized:*

Woven noil silk fabrics.
Knitted or crocheted fabrics of silk.
Outer garments (excluding gloves), underwear, handkerchiefs, shawls, scarves and mufflers of woven silk fabrics weighing less than 0·6 oz. per square yard.
Gloves knitted to shape.
Gloves of silk weighing less than 0·6 oz. per square yard.
Wadding and articles of wadding, of cotton.
Felt and articles of felt, of cotton.
Bonded fibre fabrics and articles thereof, of cotton.
Sacks and bags, of cotton.
Wicks.
Ceramic toys and parts thereof.

(b) *Quotas:*

Item	Quotas	
	1966	1967
Cotton yarn, except for re-export	Nil	100,000 lbs.
Spun yarn of man-made fibres	£25,000	£35,000
Woven cotton fabrics, except for re-export	7,000,000 sq. yds.	7,770,000 sq. yds.
Woven man-made fibre fabrics, except for re-export	4,200,000 sq. yds.	5,000,000 sq. yds.
Woven fabrics of silk or of waste silk other than noil weighing more than 1.9 oz. per sq. yd.	450,000 sq. yds.	600,000 sq. yds.
Woven wool fabrics	600,000 sq. yds.	† 800,000 sq. yds.
Knitted fabrics and apparel (excluding gloves) of knitted, netted or crocheted material of cotton, wool or man-made fibres (including stockings and socks)	£700,000	£800,000
Outer garments (excluding gloves) and underwear of woven cotton or woven man-made fibre fabrics or of silk fabrics weighing more than 1.9 oz. per sq. yd.; handkerchiefs, shawls, scarves and mufflers except those of silk weighing not more than 1.9 oz. per sq. yd. or of linen	£1,875,000 of which not more than £300,000 for cotton or £350,000 for silk	£2,100,000 of which not more than £333,000 for cotton
Knitted gloves, other than gloves knitted to shape, and gloves of textile materials	£160,000	£185,000
Lace and lace net and embroidery of all types	£ 56,000	£ 64,000
Industrial goods of cotton	£ 70,000	£ 77,700
Narrow fabrics of all types and articles made therefrom	£ 84,000	£ 96,000
Textile secondary products wholly or mainly of cotton for household use	£140,000	£155,500
Nets and netting	£100,000	£120,000
Metallic toys costing less than $3 f.o.b. per piece	£1,000,000	£1,200,000
Domestic pottery (except articles of traditional Japanese design):		
(i) Tableware	£300,000	£200,000
(ii) Statuettes and ornaments		£225,000

New industry for the Outer Isles

THE SCOTTISH Council has announced that Major Groves Knitwear Ltd., a London company, has decided to transfer its entire production from South East England to the Isles of Lewis and Harris. Based on Stornoway, the company will commence production early in January, 75 per cent of their products already being guaranteed for overseas markets.

Furniture Development Council to continue

MR. DOUGLAS JAY, President of the Board of Trade, has now completed the review of the Furniture Development Council required by Section 8(3) of the Industrial Organization and Development Act, 1947, and has decided that the Council shall remain in existence.

Mr. Roger Falk, OBE, is being reappointed chairman of the Council, and a further announcement will shortly be made with regard to other appointments which are to take effect from January 1, 1967.

Notes:

The Furniture Development Council came into being in 1949, and today's announcement follows from the conclusion of the quinquennial review, which the President of the Board of Trade is required to take under the Act mentioned in the Press Notice.

The Council, which is financed by a levy on annual turnover (at present 9s. 2d. per £1,000) of firms engaged in the furniture manufacturing activities designated in the Furniture Industry Development Council Order, 1948 (SI 1948/2774), devotes the bulk of the proceeds of the levy to the support of research undertaken by the Furniture Industry Research Association, an autonomous association which qualifies for a Government grant.

Apart from its support of research, the FDC provides advisory and consultancy services to the industry on matters such as plant and factory layout, materials handling, plant and man-power utilization, production planning and control. It provides economic and statistical information relating to the industry, and is active in organizing training courses, seminars, etc.

Membership of the Furniture Development Council is representative of all sectors of the furniture industry covered by the Order: i.e. manufacturing, under which employers and operatives have equal representation, and the retail sector, of which there is one representative. There is also provision for three independent members, one of whom is the chairman.

Official Receiver: change of address

THE ADDRESS of the office of the Official Receiver in Bankruptcy at Bournemouth has been amended to read: Maple Chambers, 41 St. Peter's Road, Bournemouth, Hants. The telephone number (Bournemouth 28208/9) remains unchanged.

Air parcel service to Liberia

THE POST OFFICE announces that from January 1, 1967, parcels may be sent by air mail to Liberia at a rate of 5s. 6d. per ½ lb.

Further details may be obtained at any post office.

PHOTOGRAPHS FOR THE JOURNAL

The Editor will be glad to consider prints of industrial photographs suitable for publication in the Board of Trade Journal.

Black and white prints. *These should be 'action' photographs showing UK goods being inspected by overseas buyers or in process of being packed or shipped for export or being unloaded, installed or in use at the overseas destination.*

Photographs of UK businessmen in discussion with overseas buyers and of visitors at exhibition stands overseas are also acceptable.

Colour photographs: *Four-colour illustrations with an export angle and for which blocks are available will be considered for use as coloured cover illustrations.*

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Scottish Industrial Estates Corporation in 1966

SIR ROBERT A. MACLEAN, chairman of Scottish Industrial Estates Corporation, told the press earlier this month that the past year had been of considerable importance to the Estates Corporation in Scotland. Present economic conditions had made this period a stiff test of the efficacy of efforts to aid Scottish industry and of the ability to continue this aid under varying circumstances. 'I am, therefore, very pleased to be able to tell you that our rate of progress has continued undiminished throughout the year, and, judging by the amount of work we have in hand, this situation will continue in 1967. There has been a slight fall in inquiries for factory space during the past quarter as compared to the early months of the year, but our number of inquiries in total remains very similar to last year which was exceptionally high.

'In every other field our figures are an improvement on 1965. We have built more factory space – 580,000 square feet this year; have 1,252,000 square feet under construction; and have more approvals in hand.'

He said that the number of estates had risen from 23 to 32.

Initially at least two factories were being provided at eight out of these nine new locations, and building work had already started on all new estates with the exception of Falkirk, where the construction of an advance factory of 27,500 square feet would shortly begin. 'This, as you will appreciate, is industrial development on a very large scale, and is indicative of the amount of confidence we have in Scotland's future,' Sir Robert said. 'The location of these estates has been very carefully chosen with a view not only to their contributing materially to local economic development, but also to their constituting a strong inducement to new industry by virtue of the ready availability of attractive production units, excellent services and adequate labour.'

20 new industrial estates for Scotland

RONALD LYON (ESTATES) CO. LTD. has announced a 15-year plan to build 20 new industrial estates in Scotland. At a press conference in Glasgow Mr. Ronald Lyon, chairman of the company, said this represented a capital outlay of about £35 million, and that the estates would provide work for about 40,000 people.

It was in October that the Lyon company announced that they had acquired, or were negotiating to acquire, five estates at Balmore and Govan (Glasgow), Airdrie, Dundee and Armadale. This second announcement adds sites at Prestwick, Paisley, Rutherglen, Edinburgh (two), Aberdeen, Greenock (two), Glasgow (two), Coatbridge, Central Fife (two), Arbroath, and a second estate at Armadale.

'We believe that this plan is opportune,' said Mr. Lyon. 'The Government are creating an environment to accelerate Scotland's prospective industrial growth. Central and local government are playing their respective parts, but in addition there is a significant part to be played by private enterprise.' Consequently we have prepared the Lyon Plan and we have the resources and the will to implement it to the full.'

Since the October announcement the company had begun work on 127,000 sq. ft. of factory and office space at Balmore and a further 350,000 sq. ft. was at an advanced stage of planning. More than 100,000 sq. ft. had been allocated to firms at Airdrie, including a new distribution and sales centre for Hoover Ltd. Sites for some of the additional estates had already been acquired, and with most of the remainder negotiations were well advanced.

Four more English companies for Dixon's Blazes

FOUR MORE major English companies are to base distributive and administrative departments at the 35-acre Dixon's Blazes industrial estate a mile from Glasgow city centre on the south bank of the Clyde. They are Ross Electrical Ltd., British Lighting Industries Ltd., Johnsons of Hendon Ltd. (manufacturing chemists) and Friden Ltd. (business machinery). Construction will total approximately 72,000 sq. ft. and only one Dixon's Blazes site now remains on offer.

N. East firm's praise for Ministries

THE WORK OF the Board of Trade and the Ministry of Labour, in helping to attract new industry to the Northern region and assist it in establishing itself, is spotlighted in a recent statement to shareholders issued by Steel Barrel Scammells and Associated Engineers Ltd., a company which recently opened a factory at Stanley, Co. Durham.

The statement says that 25 per cent of the overall cost of the factory was covered by a Board of Trade building grant as well as a loan for other purposes, at a favourable rate of interest by the Board of Trade. Plant and equipment qualified for the then cash grants scheme operated by the Board of Trade. The Ministry of Labour grant in the retraining field will amount to about £30,000 out of a total of approximately £125,000.

The statement goes on: 'The help received from the Board of Trade, the Ministry of Labour, the National Coal Board and Stanley Urban District Council has been of the highest order. . . . Great tribute must be paid to the energy and enthusiasm with which the Ministry of Labour, the National Coal Board, Consett Training College, the National Union of Vehicle Builders and others helped us in overcoming the problem of recruiting. . . .'

As an acknowledgement of the work of the Board of Trade, its Regional Controller, Mr. Ronald Wood, was asked to perform the opening ceremony at the factory (launched under the name of Auto Lifts and Engineers Co. Ltd.) in October.

Commenting on the statement Mr. Wood said: 'The establishment of this factory in the coalfield area was a model operation. The company's "good neighbour policy" of recruiting redundant workers and not poaching labour for its almost totally male labour force, was excellent. It deserves the highest praise for the unique way in which it has contributed to the industrializing of West Durham.'

A Ministry of Labour spokesman commented: 'This is an excellent example of what can be achieved by advance planning. As a result of co-operation between the old and new employers, training was begun before the firm started production – the timing was such that it eliminated unemployment. We would like to see this example followed by other firms coming into the area.'

Improved access for shipping at Cardiff

A £420,000 SCHEME TO improve the access for shipping to Cardiff Docks is announced by the British Transport Docks Board. The one-mile-long approach channel to Queen Alexandra Dock will be deepened by 4 ft. 6 in., and internal works in the entrance lock will be carried out providing an additional 1 ft. 6 in. of water. As a result of these improvements vessels drawing 32 ft. will be able to enter Cardiff Docks on 82 per cent of tides, compared with 53 per cent at present. The needs of ore carriers with a draught of 29 ft., and packaged timber vessels with a draught of 32 ft., will thus be met.

Work on dredging, using the South Wales Docks dredging fleet, will start immediately, and will take about a year to complete, though it may be another two years before the deepened channel is stable. Whilst work on the lock is being carried out it will be closed for three months (probably during July/September next year), during which time shipping will use the Roath Basin entrance.

The proposed scheme has been fully considered by the Cardiff Port Consultative Committee, Cardiff Chamber of Commerce, and major port users, as well as the recently set up British Transport Docks Board Local Board for South Wales, who strongly supported the scheme.

Aircraft seat firm in N. Ireland

AIRCRAFT FURNISHING LTD., of Hersham Trading Estate, Walton-on-Thames, Surrey, manufacturers of passenger seats and ancillary internal equipment for aircraft, has taken a Northern Ireland Ministry of Commerce advance factory of 18,000 sq. ft. at Kilkeel, Co. Down. The company, a subsidiary of Warwick Engineering Investments, Ltd., intends initially to produce seating components in the new factory: the initial work force of 30 men will probably double within two years.

Mr. H. K. Snell, the company's managing director, is confident that the acquisition of the factory will lead to an expansion of exports. The Northern Ireland Minister of Commerce, Mr. Brian Faulkner, said: 'The employment provided is for men, which is the kind of employment needed in this part of County Down.'

SOUTHERN RHODESIA, *continued*

of Trade. (The discharge of the functions of the Commissioners of Customs and Excise is covered by the provisions of the Customs and Excise Act, 1952).

Article 12 contains certain interpretative provisions and Article 13 deals with the citation and commencement of the Order and with its extension to Southern Rhodesia. The enactment of corresponding legislation for the colonies, etc., and for the Channel Islands and the Isle of Man will be effected by separate Orders in Council which will be made shortly.

The prohibition in the United Nations resolution on the supply of petroleum to Rhodesia is covered in our law by the Southern Rhodesia (Petroleum) Order 1965 which, for over a year now, has prevented British companies engaging in this trade. But the present Order includes enforcement machinery which operates for the purpose of the Petroleum Order also (e.g. it permits the investigation and diversion of ships).

Under our present import and export restrictions there is already virtually no trade between the United Kingdom and Rhodesia. The provisions of this Order relating to United Kingdom imports from or exports to Rhodesia therefore cover much of the same field that is covered by existing legislation. But the Order is by no means confined to repeating provisions. New matter includes the control of motor vehicle assembly, the control of carriage of goods in British ships and aircraft, the control of dealings by United Kingdom citizens in goods exported from Southern Rhodesia even though not imported into the United Kingdom, and additional power of investigation, and for obtaining evidence and information which relate to contraventions and evasions of this Order and of the Southern Rhodesia (Petroleum) Order 1965.

General inquiries about this Order should be addressed to the Board of Trade, Commercial Relations and Exports Department, 1 Victoria Street, London, S.W.1. (Abbey 7877, Ext. 2229). Inquiries relating specifically to the shipping provisions of the Order should be addressed to the Board's Shipping Policy Division at the above address (Ext. 2443). Inquiries relating specifically to the provisions affecting carriage by aircraft should be addressed to the Board's Aviation Safety and General Division (ACG 4) at Shell Mex House, Strand, W.C.2. (Tel. Temple Bar 1207). Inquiries relating specifically to the payments provisions should be addressed to The Treasury, Great George Street, S.W.1. (Tel Whitehall 1234, Ext. 743).

CBI studies implications of EEC

THE CONFEDERATION of British Industry's Europe Steering Committee has reported on the practical implications of joining the EEC for British industry and in the light of these has made certain recommendations in a study entitled *Britain and Europe – volume 1. An Industrial Appraisal.*

The Committee is firmly convinced that, from an industrial point of view:

(i) there would be a clear and progressive balance of advantage to British industry from membership of an enlarged European Economic Community;

(ii) the Treaty of Rome and the Community's method of operation are acceptable given reasonable transitional arrangements, and

(iii) entry should be negotiated as soon as possible.

The Committee's recommendations are concerned in general with the need to make the British economy strong enough to make British membership acceptable and flexible enough to sustain necessary adjustments on entry, and meanwhile to bring British law and practice closer to those of the Community. There are recommendations concerning fiscal policy, sterling, investment, structure of industry, transport and overseas policy.

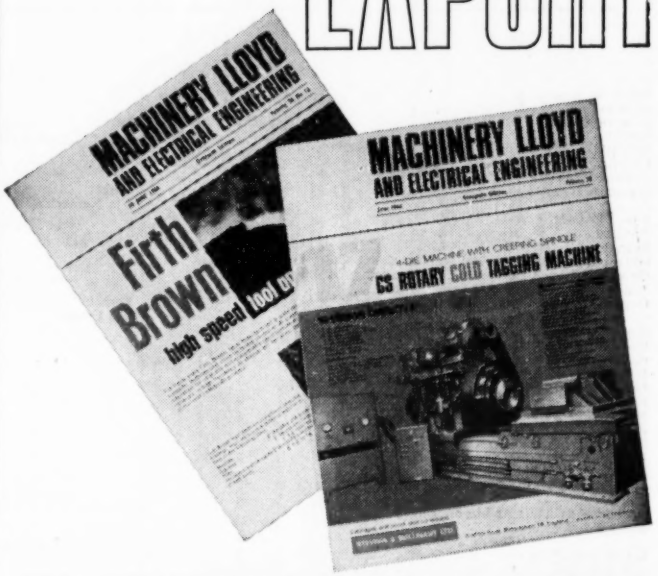
Copies of the study (price 10s.) can be obtained from the CBI, 21 Tothill Street, London, S.W.1.

EFTA Bulletin

EXPORT SERVICES in the United Kingdom, Denmark and Sweden are described in the December issue of the EFTA Bulletin. Also included is the communique of the meeting of the EFTA Heads of Government, a description of the press in Switzerland and Finland, and an explanatory note on the recent EFTA Council's decision concerning establishment.

Copies can be obtained free of charge from the EFTA Information Centre, 1 Victoria Street, London, S.W.1. (Tel. Abbey 7877, Ext. 2479/2480).

INSTANT EXPORT



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New overseas parcel postage rates—January 1, 1967

THE GPO have announced the following list of revised postage rates on overseas parcels operative as from January 1, 1967.

European countries

Place of Destination	Route	Surface				Air Mail	
		Rates of Postage on each parcel not over				Rates of postage on each parcel	
		2 lb.	7 lb.	11 lb.	22 lb.	First lb.	Each additional lb.
		s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
Albania		13 0	16 0	20 0	32 0	10 0	3 6
Austria		11 0	14 0	17 6	29 0	8 0	2 6
Balearic Islands		12 0	14 0	18 0	29 0	9 6	3 6
Belgium		9 0	11 0	14 0	22 0	7 0	1 6
Bulgaria		13 0	16 0	20 0	33 0	8 6	4 0
Corsica		9 0	11 6	15 0	24 6	7 6	2 6
Czechoslovakia		11 0	14 0	17 0	29 0	7 0	3 0
Denmark	Direct	8 0	10 0	13 0	20 0		
	Via Netherlands	10 0	12 6	16 0	26 6	7 6	2 0
Faroe Islands		Same as Denmark					
Finland		10 0	13 0	16 6	26 0	8 6	4 0
France		9 0	11 6	15 0	24 0	7 6	2 6
Germany Federal Republic and Western Sectors of Berlin		10 0	12 0	15 0	25 0	7 6	2 6
Germany (Soviet Zone and Eastern Sectors of Berlin)		10 0	12 0	15 0	25 0	7 6	2 6
*Gibraltar		9 0	11 6	15 0	23 0	7 0	3 0
Greece	Direct	9 0	13 6	18 6	29 0	9 0	4 6
	Via France	11 0	16 0	20 0	32 6		
Hungary		12 0	15 0	19 0	32 6	8 0	3 0
Iceland		11 0	13 0	17 0	27 0	9 6	3 6
Italy		10 0	13 0	16 6	27 0	8 6	3 0
Luxembourg		9 0	11 0	14 0	23 0	7 0	1 6
*Malta		9 6	12 0	16 0	26 0	7 6	4 0
Netherlands		9 0	12 0	14 6	23 0	7 0	1 6
Norway		9 0	11 0	15 0	23 0	8 6	3 0
Poland		9 6	12 0	15 6	25 0	8 6	3 0
Portugal		10 0	12 0	15 0	25 0	8 6	3 6
Rumania		12 0	15 0	19 0	32 6	9 0	4 0
Spain		11 0	14 0	17 6	28 0	9 6	3 6
Spitzbergen (Svalbard)		9 0	11 0	15 0	23 0	No service	
Sweden		9 0	11 0	15 0	24 0	8 0	2 6
Switzerland (including Liechtenstein)		9 6	12 0	15 0	24 0	7 0	2 0
Turkey	Direct	10 0	13 0	18 0	30 0		
	Via France	13 0	16 6	21 0	35 6	10 0	5 6
USSR in Europe		10 0	13 0	18 0	30 0	16 6	6 0
USSR in Asia		see extra-European countries					
Vatican City State		10 6	13 0	17 0	27 0	8 6	3 0
Yugoslavia		11 0	14 0	18 0	29 6	8 0	4 0

Countries outside Europe

Place of Destination	Route	Surface				Air Mail
		Rates of postage on each parcel not over				Rates of postage on each parcel
		2 lb.	7 lb.	11 lb.	22 lb.	Each ½ lb.
		s. d.	s. d.	s. d.	s. d.	s. d.
*Abu Dhabi		12 0	15 6	21 0	41 0	5 0
*Aden and the Federation of South Arabia (including Kamaran Island and Mukalla)		9 0	12 6	18 0	30 0	5 0
Afghanistan	Direct	16 6	21 0	26 0	45 6	7 6
	Via USSR	18 6	24 0	31 0	57 0	
Algeria		10 6	13 0	17 0	27 6	3 6
*Antigua		8 6	12 0	17 0	27 0	6 6
Antilles (Netherlands Antilles)		9 6	13 0	18 0	30 6	6 6
Argentina		12 0	17 0	23 0	38 0	10 0
*Ascension		8 0	11 0	16 0	24 6	No service
Australia		2s. 7d. per lb. or fraction thereof (Limit 22 lb.)				12 0
Azores		11 0	13 0	17 0	28 6	3 6
Bahamas	Direct	9 6	13 0	17 6	29 0	6 0
	Via United States	15 0	23 6	34 0	60 6	
*Bahrain		13 0	16 6	23 0	34 0	5 0
*Barbados		9 0	13 0	17 6	27 0	7 0
Bermuda	Direct	9 0	12 0	17 6	26 6	5 0
	Via United States	13 0	18 0	26 0	42 0	
Bolivia		11 6	16 0	22 6	39 0	8 6
*Botswana – (A) All places except KAZUNGALA and KASANE		2s. 9d. per lb. or fraction thereof (Limit 22 lb.)				7 6
(B) KAZUNGALA and KASANE		12 0	18 6	28 0	42 0	
Brazil		15 0	19 6	26 0	40 6	8 0
*British Honduras	Direct	10 0	13 0	18 0	30 0	6 6
	Via United States	15 0	23 0	34 0	60 6	
*Brunei		10 0	13 6	19 0	31 6	9 6
Burma		11 0	15 0	20 0	33 0	7 6
Burundi		12 0	17 6	24 0	39 0	6 0
Cambodia		12 6	16 0	21 0	36 0	8 0
Cameroon		10 0	13 0	17 0	27 6	5 6
*Canada		11 0	17 9	23 0	39 6	6 0
Newfoundland						5 6
Canary Islands		10 0	13 0	16 0	25 6	1st lb. 9s.6d. each lb. thereafter
						3 6
Cape Verde Islands		12 0	15 0	18 0	30 0	4 6
*Caroline Islands		15 0	25 0	39 0	68 6	11 0
*Cayman Islands		12 0	16 6	22 6	35 0	6 6
Central African Republic		11 0	14 0	19 0	31 6	5 6
Ceylon		11 0	15 0	22 6	36 0	7 0
Chad		11 0	14 0	19 0	32 6	5 6
Chagos Islands		9 0	13 0	12 0	30 6	No service
Chile		13 0	17 0	24 0	40 0	10 0

Countries outside Europe

Place of Destination	Route	Surface: Rates of postage on each parcel not over				Air Mail: Rates of postage on each parcel
		2 lb.	7 lb.	11 lb.	22 lb.	Each ½ lb.
		s. d.	s. d.	s. d.	s. d.	s. d.
China	Direct	9 6	14 0	20 0	33 0	8 0
	Via USSR	15 0	21 6	29 0	54 0	
Christmas Island		10 0	15 0	23 0	38 0	No service
Cocos (Keeling) Islands		2s. 7d. per lb. or fraction thereof (Limit 22 lb.)				12 0
Colombia (A) All places except B and C below		13 6	21 0	30 6	55 0	9 0
(B) Barranquilla, Buenaventura, Cartagena, Puerto Colombia (Sabanilla), Rio Hacha, Santa Marta and Tumaco		13 6	17 0	21 0	34 0	
(C) Departments of Cauca and Valle except Beunaventura		13 6	17 6	24 6	43 6	
Comoro Islands		13 6	18 0	25 0	42 0	8 0
Congo (Brazzaville) (formerly Moyen (Middle) Congo)		11 0	14 0	19 0	31 6	5 6
Congo (Democratic Republic) (formerly Kinshasa and Belgian Congo)		11 0	16 0	21 0	37 0	7 0
Costa Rica		13 0	17 6	24 6	42 6	7 0
Cuba (except Guantanamo Bay)	Direct	10 0	14 0	18 6	31 0	7 0
	Via Canada	Service suspended				
	Via United States	Service suspended				
Guantanamo Bay (United States Naval Station)		13 0	20 0	29 0	50 6	
Cyprus		12 0	14 0	18 0	28 0	4 6
Dahomey		12 0	14 0	19 0	31 6	6 0
*Dominica		9 0	11 6	16 0	27 0	7 0
Dominican Republic	Direct	10 0	13 0	18 0	29 0	7 0
	Via United States	14 0	19 0	26 6	45 0	
*Dubai		12 0	15 6	21 0	33 0	5 0
Ecuador		16 0	20 0	25 0	39 0	8 6
El Salvador	Direct	12 6	16 6	22 6	36 0	7 0
	Via United States	19 0	27 6	39 0	66 6	
	Via Panama	14 0	20 6	30 0	50 0	
Ethiopia		13 0	17 0	24 0	40 0	6 0
*Falkland Islands and Falkland Island Dependencies		10 6	14 6	20 0	34 6	8 6
*Fiji		12 6	17 0	24 0	40 0	12 0
French Guiana		10 6	13 0	17 6	29 0	6 6
French Polynesia		15 0	23 6	34 0	60 0	13 0
French Somali Coast		10 0	13 0	19 0	30 6	6 0
French West Indies (Guadeloupe and Martinique)		10 0	13 0	17 0	28 6	6 0
Gabon		11 0	14 0	19 0	31 6	5 6
Gambia		9 0	13 0	19 0	30 0	5 0
Gaza and Khan Yunis		10 6	14 0	19 0	31 6	4 6
*Ghana		10 6	14 0	19 0	30 0	5 0
*Gilbert and Ellice Islands Colony including Line Islands (Fanning, Christmas (Pacific Ocean) and Washington Islands) Ocean Island and Pheonix Island		10 6	16 0	24 6	40 0	13 0
Greenland	By sea to Denmark	8 0	10 0	13 0	20 0	5 0
	Via Netherlands to Denmark	10 0	12 6	16 0	26 6	
*Grenada		11 0	14 0	19 6	29 6	7 0
Guatemala	Direct	11 6	15 6	21 0	35 0	7 6
	Via United States	17 0	25 0	36 0	62 0	
	Via Panama	13 0	19 6	28 6	48 6	
Guinea		11 6	14 0	19 0	31 6	5 0
*Guyana (formerly British Guiana)		9 0	11 6	16 0	27 0	7 0
Haiti	Via United States	14 6	20 0	27 0	46 0	7 0
	Via Jamaica	12 6	16 6	22 0	37 0	
Honduras	Via United States	16 0	24 0	35 0	61 0	7 0
	Via Panama	13 0	19 6	29 0	50 0	
*Hong Kong		9 0	12 6	18 0	30 0	8 6
India		11 0	15 0	22 0	35 6	7 0
Indonesia		11 0	14 6	20 0	33 0	9 6
Iran		11 6	15 0	20 0	34 0	4 6
*Iraq	Via Lebanon	14 0	21 0	28 6	49 6	5 0
	All sea route	14 0	19 0	25 0	41 0	
Israel		11 0	14 6	21 0	33 0	4 6
Ivory Coast		11 0	14 0	18 6	32 0	5 6
*Jamaica		10 0	13 0	18 0	28 0	6 6
Japan and Ryuku Islands	Via United States	16 6	24 6	35 6	62 0	9 6
	Direct	11 0	14 6	20 0	33 6	
Jordan		12 0	15 6	20 0	34 6	4 0
*Kenya		10 0	15 0	21 0	32 0	6 0
Korea		11 0	15 0	21 0	35 0	10 0
Kuwait	Direct	12 0	16 0	21 6	32 6	5 0
	Via Lebanon	17 0	23 0	31 0	52 0	
Laos		13 0	17 0	23 6	40 0	8 0
Lebanon		10 0	13 0	17 0	28 6	4 0
Lesotho		2s. 3d. per lb. or fraction thereof (Limit 22 lb.)				7 6
Liberia		10 0	13 0	17 6	29 0	5 6
Libya		11 0	14 0	19 0	30 0	4 0
Macao		11 0	15 0	21 0	36 0	8 6
Madeira		9 0	11 6	15 0	24 0	3 6
Malagasy Republic		13 6	18 0	25 0	42 0	8 0
*Malawi	Via Beira	10 6	15 0	22 0	36 0	6 6
	Via Capetown	3s. 9d. per lb. or fraction thereof (Limit 22 lb.)				
*Malaya		9 6	13 0	19 0	30 0	8 6
Maldive Islands		12 0	18 0	27 0	43 0	No service
Mali		11 0	13 6	18 0	30 0	5 0
*Marian Islands		15 0	26 0	38 0	67 6	11 0
*Marshall Islands		15 0	25 0	39 9	68 6	11 0
Mauritania		9 0	12 0	17 0	28 6	5 0
*Mauritius	Direct	9 0	13 0	19 0	30 6	8 0
	Via France	11 0	14 0	20 0	32 6	
Mexico, all places	Direct	10 0	13 6	18 0	29 0	8 0
Mexico, all places except Chetumnal	Via United States	14 0	22 0	31 6	54 0	
*Montserrat		9 0	13 0	18 0	27 6	7 0
Morocco		11 0	14 0	18 0	29 0	3 6
*Muscat and Oman		12 0	15 6	21 0	33 0	5 0
Nauru Island		10 0	15 0	23 0	38 0	12 0
Nepal		11 0	15 0	21 0	35 0	7 6
New Caledonia		11 0	16 6	24 6	41 0	13 0
New Guinea Territory		10 0	15 0	23 0	38 0	12 0
New Hebrides (including Banks and TorresIslands)		11 0	15 6	23 0	39 6	13 0
New Zealand		11 0	15 0	21 0	34 0	13 0
New Zealand Island Territories		11 0	15 0	21 0	34 0	12 6
Nicaragua	Via United States	15 0	20 0	27 0	46 0	7 0
	Via Panama	11 0	14 6	20 6	33 0	
	Direct	11 0	14 6	20 6	33 0	
*Nigeria		12 0	16 0	21 6	32 0	5 6
Nigel Republic		11 0	14 0	18 6	32 0	5 6
Norfolk Island		10 0	15 0	23 0	38 0	12 0
Pakistan		10 6	17 0	21 0	37 0	7 0

(*Continued on next page*)

REVISED POSTAGE RATES, *continued*

Countries outside Europe

Place of Destination	Route	Surface: Rates of postage on each parcel not over 2 lb.	7 lb.	11 lb.	22 lb.	Air Mail: Rates of postage on each parcel Each ½ lb.
		s. d.	s. d.	s. d.	s. d.	s. d.
Panama (Republic of)		11 6	15 6	21 0	34 6	7 0
*Panama Canal Zone (United States Territory)	Via United States	13 0	20 0	29 0	50 6	6 6
	Direct	9 0	14 6	23 0	39 0	
Papua		10 0	15 0	22 0	38 0	12 0
Paraguay		11 6	16 0	22 6	39 0	9 0
Peru		14 0	17 0	24 0	38 6	8 6
*Philippines		10 0	14 0	20 0	31 0	9 0
*Pitcairn Island		8 0	11 6	17 0	28 6	13 0
Portuguese East Africa		10 0	13 6	19 0	31 0	8 0
Portuguese Timor		11 6	16 0	22 0	37 0	16 6
Portuguese West Africa		12 6	15 0	19 0	32 0	7 0
Port Guinea						5 6
*Puerto Rico		12 6	19 0	28 0	48 6	6 6
*Qatar (serving Doha and Umm Said)		12 0	15 6	21 0	33 0	5 0
Reunion		11 0	14 0	19 0	31 6	7 0
*Rhodesia	Via Beira	10 0	14 0	20 6	34 6	6 6
	Via Captetown	3s. per lb. or fraction thereof (Limit 22 lb.)				
Rwanda		12 0	17 6	24 0	39 0	6 0
*Sabah		9 6	13 0	19 0	30 0	9 6
*St. Helena		8 0	10 6	15 0	23 0	No service
*St. Kitts-Nevis-Anguilla		8 0	11 0	16 0	25 6	6 6
*St. Lucia		11 0	14 0	19 6	29 0	6 6
*St. Pierre and Miquelon		13 0	18 6	24 0	42 0	6 0
*St. Vincent		9 0	12 0	17 0	25 6	6 6
*Samoa (United States Territory)		14 6	24 0	37 6	66 6	12 6
*Sarawak		9 6	13 0	19 0	30 0	9 6
Saudi Arabia		13 0	16 0	21 0	35 0	6 0
Senegal		9 0	12 0	17 0	28 6	5 6
*Seychelles		10 0	14 0	20 0	33 0	7 0
*Sharjah		10 0	13 6	19 0	33 0	5 0
*Sierra Leone		12 0	16 0	21 0	31 0	5 6
*Singapore		9 6	13 0	19 0	30 0	8 6
*Solomon Islands (except Buka and Bougainville, for which islands see New Guinea Territory)		8 6	12 0	18 0	30 0	12 6
Somali Republic Northern Region, Southern Region		12 0	15 0	21 0	36 0	6 6
South Africa (Republic of)		2s. 3d. per lb. or fraction thereof (Limit 22 lb.)				7 0
South West Africa		2s. 9d. per lb. or fraction thereof (Limit 11 lb.)				7 6
Spanish Guinea		11 0	14 0	18 0	31 0	6 0
Spanish Territories of North Africa		12 0	14 0	18 0	29 0	3 6
Spanish West Africa		10 6	13 0	17 0	28 6	4 0
Sudan		11 0	15 0	21 0	36 0	5 6
Surinam		10 0	13 6	19 0	31 0	6 6
Swaziland		2s. 3d. per lb. or fraction thereof (Limit 22 lb.)				7 0
Syria		11 0	14 0	18 0	31 6	4 0
Taiwan		12 0	16 0	22 0	36 0	10 0
*Tanzania (a) Tanganyika		10 0	15 0	21 0	32 0	6 0
(b) Zanzibar		10 0	14 0	19 0	31 0	
Thailand		13 0	17 0	23 0	38 6	8 0
Togo		15 0	17 6	23 0	38 6	6 6
*Tonga (Friendly Islands)		11 6	16 0	23 0	39 0	12 6
*Tortola (British Virgin Islands)		12 0	17 0	24 0	41 0	6 6
*Trinidad and Tobago		9 6	12 6	17 6	26 0	7 0
*Tristan da Cunha		8 6	14 0	22 0	36 0	No service
Tunisia		10 0	13 0	16 6	27 0	3 0
*Turks and Caicos Islands		11 0	15 6	21 6	34 0	6 6
*Uganda		10 0	15 0	21 0	32 0	6 0
USSR in Asia		12 6	17 0	22 0	39 0	6 6
United Arab Republic (Egypt)		10 0	13 0	17 0	28 6	4 6
*United States		12 6	19 0	28 0	48 6	6 0
*United States superscribed		16 6	23 0	32 0	52 6	
Upper Volta		11 0	14 0	18 6	32 0	5 6
Uruguay		11 6	16 0	22 0	37 0	8 6
Venezeula		12 0	15 6	20 0	30 6	7 6
Vietnam		12 6	16 0	21 0	36 0	9 0
*Virgin Islands of the United States (St. Croix, St. John, St. Thomas)		12 6	19 0	28 0	48 6	6 6
*Wake Island		14 6	24 0	37 6	66 6	10 0
*Western Samoa	Via United States	16 0	24 0	35 0	59 0	12 6
	Via New Zealand	11 0	15 0	21 0	34 0	
Yemen		12 0	16 0	22 6	39 0	No service
*Zambia	Via Beira	12 0	18 6	28 0	42 0	7 0
	Via Capetown	3s. 9d. per lb. or fraction thereof (Limit 22 lb.)				

*These countries have 3 lb. as the 1st weight step.

Monthly Digest of Statistics

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HMSO

Government surplus sales by auction

MINISTRY OF DEFENCE

1967	Stores	Location	Auctioneers
Jan. 12 & 13	**Commercial and private vehicles.**	**Ordnance Disposals Depot, Bowhouse, Hurlford by Kilmarnock, Ayrshire.**	**Dixon & Wallace (Dept. L) Bank Buildings, Graham Square, Glasgow, E.Æ. (Tel. Bridgeton 2447).**

Ex NFS Vehicles and pumps, including self-propelled fire pumps by Austin/Leyland, Fordson/Sulzer, Fordson/Tangye and Bedford/Sulzer; AEC 'Matador' tractors and truck; 'Albion' 10 ton tippers; Ford 'Thames' tractors; Austin 'Champs'; Landrovers; saloons and estate cars; cranes; Mack generator vans (with generators) Model LFSW; Fruehauf 12½ ton trailers; ambulances; trailers (5 cwt to 20 ton); Scammell dieselt rucks and tractors; 2 self-propelled trucks electrically driven, 4 x 4, 46 ft. long x 9 ft. 6 in. wide, powered by continental 6 cyl. petrol engine.

Jan. 19	**Aircraft and aero engine spares, miscellaneous stores.**	**35 Maintenance Unit, RAF, Heywood, Lancs.**	**Brady & Son (Dept. L), 17 Warren Street, Stockport, Cheshire. (Tel. Stockport 2252.)**

Note:—This will be the last auction sale of stores and equipment to be held at Heywood and will include: Hydraulic servicing, air supply, air cooling and electrical servicing trolleys; miscellaneous aircraft spares; hydraulic jacks; aircraft jacks 'Skyhi' 50 tons capacity; compressors; Bidston generators 28v, 10 kW; miscellaneous cable; electrical equipment and spares; office and household furniture including, metal framed stacking chairs, Windsor chairs, wooden and upholstered armchairs, office tables and chairs, wooden cabinets and bookcases, bedside cabinets, cupboards, typing desks, metal lockers etc; oxygen charging trolleys; fire extinguishers; slings, beams and winches; pulley blocks (3 cwt to 5 ton); Kee Klamp pallets; various metal ladders; wooden carrying cases; miscellaneous workshop equipment; and a large assortment of general stores.

Jan. 24	**Machine tools, industrial equipment, textiles and miscellaneous stores.**	**Northern Command Ordnance Sub Depot, Barlow, Nr. Leeds, Yorks.**	**Bartle & Son (Dept. L), 52 Merrion Street, Leeds, 2. (Tel. Leeds 20898.)**

Lathes; drilling and grinding machines; shearing, folding and sawing machines; milling machines; presses; compressors; lubricating plant; fork lift truck; electric trucks; electric welders and welding sets; generators; charging sets; industrial tractors; trailers; fire-fighting equipment; gravity rollers; lifting equipment; tools; non-ferrous metals; pumps; tyres; telephone sets; compasses; clocks; workshop equipment; MT spares; tool kits; electric cable; textiles, including canvas, tentage, carpets, blankets, mattresses, ground sheets, kit bags, camp equipment; clothing, including battle dress, greatcoats, raincoats, leather jerkins, shirts, vests, drawers, boots and shoes; furniture, including folding chairs and forms, dining chairs, tables, wardrobes and numerous other effects.

Feb. 1	**Commercial and private vehicles, miscellaneous stores.**	**Depots in Northern Ireland.**	**Osborne, King & Megran (Dept. L) 14 Mongomery Street, Belfast, 1. (Tel. Belfast 20233).**

Saloon and estate cars; Austin 'Champs'; Landrovers; Rover, Morris and Bedford trucks; Humber radio station truck; tractors; Ford machine shop truck; Bedford and Scammell trailers; BSA motor cycles 500 cc; miscellaneous stores.

Catalogues of the above sales may be obtained from the relevant auctioneers 14 days prior to the date of sale, price 1s. 0d. (postal order only).

MINISTRY OF PUBLIC BUILDING AND WORKS

1967	Description of Goods	Location	Auctioneers
Jan. 3	Office and miscellaneous furniture, engineering and electrical equipment, domestic canteen and other equipment, etc.	Ministry of Public Building and Works, Supplies Division Stores, India Pavilion, Exhibition Grounds, Wembley, Middlesex.	Clifford and Clifford Ltd., 28 Ealing Road, Wembley, Middlesex. (Tel. Wembley 3212/4.)

Catalogues: price 6d. Direct from auctioneer. View days: Day preceding and morning of sale.

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Statistics

The economy: selected indicators

Series expressed as index numbers and seasonally adjusted except where otherwise shown

	GROSS DOMESTIC PRODUCT (expenditure estimates)	INDEX OF INDUSTRIAL PRODUCTION	CONSUMERS' INCOME AND EXPENDITURE				FIXED CAPITAL EXPENDITURE					CHANGES IN STOCKS			
			Personal disposable income	Total consumers' expenditure		Retail sales	Total	Selected components				Total	Selected components		
								Manufacturing industry	Distributive and service industries	Dwellings	Public sector excluding dwellings		Manufacturing industry	Wholesalers	Retailers
	at 1958 prices		at current prices		at 1958 prices	at 1961 prices	at 1958 prices					at 1958 prices			
Base of index	1958	1958	1958	1958	1958	1961	1958	1958	1958	1958	1958	series shown in £ million			
Value in base year, £m.	20,091	—	16,073	15,365	15,365	9,1	3,485	922	688	587	1,212				
1961	113	114	122	116	111	100	130	130	138	139	122	+326	+224	+36	+29
1962	114	115	127	123	114	100	129	119	134	143	125	+ 77	+ 22	+22	+14
1963	118	119	135	130	119	103	131	104	144	146	131	+216	+113	+29	+55
1964	125	128	145	139	123	106	153	117	170	186	150	+562	+335	+72	+47
1965	128	132	154	148	126	108	159	127	168	190	156	+346	+202	+19	+57
1965															
1st quarter	128	132	152	146	127	108	160	131	168	193	157	+ 52	+ 29	—10	+12
2nd quarter	127	131	153	145	124	107	158	122	172	187	157	+ 96	+ 80	— 5	+ 7
3rd quarter	128	132	155	149	125	108	157	128	160	190	153	+129	+ 75	+21	+20
4th quarter	129	133	157	151	126	109	160	128	170	190	155	+ 69	+ 18	+13	+18
1966															
1st quarter	130	134	164	156	130	110	158	130	165	182	153	+ 65	+ 42	N/C	+17
2nd quarter	129	133	161	156	129	110	160	124	166	182	161	+ 57	— 10	—15	+28
3rd quarter		134*				109		131*	152*				+100*	+20*	—16
1966															
April		134				110									
May		133				111									
June		132				109									
July		135				110									
August		135				109									
September		132				108									
October		131*				108									

	ORDERS		PRICES AND COSTS					LABOUR						
	Engineering industries: orders on hand	Textiles and clothing industries: orders on hand†	Index of retail prices		Wholesale price index: non-food manufacturing industry:		Hourly wage rates: all industries and workers†	Wholly unemployed excluding school leavers	Unfilled vacancies for adults	Civil employment	IMPORTS	EXPORTS	BALANCE OF PAYMENTS: current balance
			Index†	% change on year earlier	Basic materials and fuel used†	Manufactured products: home sales†							
	at 1958 prices							Mid-month or monthly average		Quarter or quarterly average	at current prices		
Base of index	Dec. 1958	Apr. 1959	Jan. 17, 1956 (Derived series from January 1963)		1954	1954	Jan. 31, 1956	Series shown in thousands			1958	1958	series shown in £ million
Value in base year, £m.	..	..	—		—	—	—				3,836	3,250	
1961	122	104	114·5	+3·4	104·4	119·1	130·3	305	213	24,072	119	117	— 5
1962	117	100	119·3	+4·2	103·0	120·6	136·3	422	149	24,208	121	120	+101
1963	136	117	121·7	+2·0	104·5	121·4	141·3	500	144	24,267	130	130	+107
1964	162	124	125·7	+3·3	108·6	124·7	148·5	361	221	24,606	148	136	—393
1965	165	121	131·8	+4·9	110·6	129·5	157·9	309	265	24,837	150	145	—104
1966								325*	255*				
1965													
1st quarter	167	121	128·8	+4·5	109·7	128·3	153·8	306	253	24,742	143	141	— 6
2nd quarter	166	127	132·0	+5·2	111·0	129·1	156·2	304	274	24,800	152	141	— 67
3rd quarter	165	117	132·6	+4·8	110·5	129·9	159·9	321	265	24,837	153	147	— 41
4th quarter	165	121	133·5	+4·6	111·5	130·5	161·9	305	269	24,967	153	151	+ 10
1966													
1st quarter	164	122	134·4	+4·3	113·7	131·4	165·9	279	279	24,919	159	153	— 37
2nd quarter	161	127	137·0	+3·8	116·8	133·1	168·1	282	282		155	145	—107
3rd quarter	157*	109*	137·5	+3·7	114·6	133·8	169·8	322	253		161	157	— 58
4th quarter								417*	206*				
1966													
April	162	123	136·3	+3·6	116·2	132·7	167·8	279	286		157	153	
May	162	127	137·2	+3·9	117·1	133·1	167·8	277	284		163	155	
June	161	127	137·6	+3·9	117·0	133·4	168·7	290	275		146	127	
July	160*	122*	137·0	+3·5	116·7	133·8	169·7	305	268		165	151	
August	159*	115*	137·8	+3·8	114·2	133·8	169·8	318	255		164	163	
September	157*	109*	137·6	+3·6	112·8	133·8	169·8	344	235		154	159	
October		105*	137·9	+3·8	113·1*	133·6*	169·8	377	217		150	163	
November			138·8	+4·0	113·0*	133·7*	169·8	424	201		137*	169*	
December								449*	200*				

* Provisional. † Not seasonally adjusted.

Index of industrial production for October

THE PROVISIONAL index of production for October 1966, prepared by the Central Statistical Office, is 131 (seasonally adjusted). For the manufacturing industry alone the figure is 133.

For the three months August to October 1966 it is provisionally estimated that production as a whole was 0.7 per cent lower than in the preceding three months, May to July 1966, and for manufacturing industries alone the decrease was 0.8 per cent.

The average index number for the latest three months and the previous three months shown at the foot of the table give a general guide to the changes which have taken place in the output of the major industry groups in recent months. Several of the figures here and elsewhere in the table have been revised as later information has become available.

Average 1958 = 100

	Total all industries	Mining and quarrying	Total manufacturing industries	Manufacturing industries										
				Food, drink and tobacco			Chemicals and allied industries			Engineering and allied industries				
				Total	Food	Drink and tobacco	Total	Coke ovens, oil refineries, etc.	General chemicals, etc.	Total	Engineering and electrical goods	Shipbuilding and marine engineering	Vehicles and aircraft	Metal goods, n.e.s.
Weights	1,000	72	748	86	55	31	68	9	59	310	167	22	79	42
1961	113·9	93	114·8	110	107	116	125	122	125	114	121	86	110	105
1962	115·1	95	115·3	112	110	116	129	120	130	115	123	87	112	101
1963	119·0	95	120·0	115	112	121	138	124	140	119	126	77	121	108
1964	128·2	95	129·5	118	112	129	151	135	153	128	137	75	126	121
1965	131·9	92	133·8	121	114	133	158	142	160	133	144	74	129	123
Unadjusted:														
1965 2nd quarter	132	93	135	122	114	139	160	147	162	134	141	75	140	127
3rd quarter	123	81	125	119	113	130	153	137	155	122	134	72	111	109
4th quarter	137	95	139	126	119	138	158	146	160	139	154	75	134	125
1966 1st quarter	138	90	140	121	116	129	167	146	170	142	156	73	139	128
2nd quarter	134	90	138	127	117	145	164	152	166	137	149	73	139	119
3rd quarter	125	75	127	121	114	133	161	144	163	126	142	74	116	105
1966 August	118	66	119	116	110	126	152	136	154	116	128	76	109	99
September	133	81	137	124	119	132	171	149	174	135	150	74	128	120
October (prov.)	136	90	140	129	122	140	168	155	170	137	158	75	122	118
Seasonally adjusted:														
1965 2nd quarter	131	91	133	119	112	130	157	146	159	131	141	75	131	124
3rd quarter	132	92	134	122	116	132	159	139	162	131	145	73	124	120
4th quarter	133	89	135	122	115	134	158	145	161	136	148	74	134	122
1966 1st quarter	134	89	137	126	118	141	162	145	165	138	152	72	134	123
2nd quarter	133	88	135	123	115	137	161	151	163	135	149	73	132	116
3rd quarter	134	85	136	123	117	134	168	147	171	136	153	76	130	116
1966 May	133	88	135	122	117	132	163	155	164	134	149	72	129	118
June	132	89	134	124	116	140	162	151	164	133	146	74	132	114
July	135	86	138	125	117	138	169	147	172	138	156	75	131	114
August	135	86	137	122	116	131	167	141	171	138	155	77	130	118
September	132	84	134	123	117	133	168	153	171	133	147	75	129	116
October (prov.)	131	84	133	123	116	135	165	156	167	134	153	75	121	112
May-July (av.)	133	88	136	124	117	137	165	151	167	135	150	74	131	115
August-Octobet (av.) (prov.)	133	85	135	123	116	133	167	150	170	135	152	76	127	115

	Manufacturing industries (continued)													Construction	Gas, electricity and water
	Metal manufacture			Textiles, leather and clothing				Bricks, pottery, glass, etc.			Timber, furniture, etc.	Paper, printing and publishing	Other manufacturing industries		
	Total	Ferrous	Non-ferrous	Total	Textiles	Leather, leather goods and fur	Clothing and footwear	Total	Bricks cement, etc.	Pottery and glass					
Weights	68	55	13	92	58	4	30	28	17	11	20	55	22	126	54
1961	114	113	116	111	107	102	122	123	129	115	116	120	116	120	116
1962	108	106	114	109	105	97	118	126	129	121	111	122	118	121	125
1963	113	111	119	112	110	99	120	130	131	127	113	128	126	121	133
1964	128	127	131	119	116	102	126	148	154	139	128	139	137	135	137
1965	134	134	133	121	118	103	129	151	158	139	127	142	144	138	145
Unadjusted:															
1965 2nd quarter	138	138	138	119	117	102	126	153	164	137	130	143	144	138	128
3rd quarter	122	122	120	115	111	94	126	146	155	131	126	130	137	138	117
4th quarter	134	133	134	126	124	109	133	152	155	146	129	148	155	139	165
1966 1st quarter	135	134	138	127	123	111	137	152	155	146	119	153	155	133	177
2nd quarter	130	131	131	121	120	101	126	153	161	142	121	151	154	139	137
3rd quarter	114	114	113	113	109	90	124	149	155	139	123	133	144	141	120
1966 August	105	106	100	104	103	80	110	136	142	126	111	135	135		118
September	130	132	123	124	118	100	139	162	168	153	138	142	160		128
October (prov.)	129	129	130	128	124	105	137				133	156			148
Seasonally adjusted:															
1965 2nd quarter	135	134	135	121	118	102	129	150	159	137	129	141	141	137	141
3rd quarter	134	134	131	122	119	103	129	150	158	137	125	142	144	138	144
4th quarter	131	131	131	122	117	105	133	149	154	141	123	144	151	139	151
1966 1st quarter	129	128	134	122	119	105	132	152	157	146	126	147	154	134	149
2nd quarter	127	127	129	124	122	101	129	150	156	142	121	149	152	138	151
3rd quarter	124	125	122	120	118	99	127	154	158	146	122	146	152	141	148
1966 May	127	126	131	124	123	100	130	152	156	145	128	146	153		146
June	125	125	126	123	120	100	130	148	156	137	113	149	150		147
July	123	121	131	124	121	101	132	150	159	135	124	151	151		145
August	125	127	119	121	120	101	126	153	155	151	120	147	157		153
September	124	124	117	115	112	96	122	158	161	153	123	141	148		145
October (prov.)	123	126	125	115	113	100	121				121	145			151
May-July (av.)	125	124	129	124	121	100	131	150*	156*	142*	122	149	152*		146
Aug.-Oct. (av.) (prov.)	124	125	120	117	115	99	123	154*	158*	146*	121	144	152*		150

*Latest available three months (July-September) and previous three months (April-June).

Nationality of vessels in the sea-borne trade of the United Kingdom

THIS ARTICLE PRESENTS an analysis of the overseas trade of the United Kingdom in 1965 which was carried by sea, according to the flag of the carrying vessel. It shows that the United Kingdom fleet carried 44 per cent of the total tonnage, and 57 per cent by value. These overall proportions may, however, understate the importance of the United Kingdom's share, which was greater on the longer routes, on some of which 80 or 90 per cent of dry cargo trade was carried in United Kingdom ships.

Shares of trade are expressed in terms both of weight and value, weights having been estimated where necessary from data expressed in terms of other units with the use of approximate conversion factors. The same data were used for the values of trade through particular ports recently published by the National Ports Council. The preparation for the first time of full analyses of these kinds was made possible by the use of the computer installation of Her Majesty's Customs and Excise. Similar analyses will be prepared quarterly in the future.

Of the two measures available, weight is probably the more significant, and is alone used in some of the more detailed tables accompanying this article. But neither is ideal, since no account is taken of length of voyage or type of cargo. A better measure would be ton-miles (weight of cargo × distance carried), and estimates of this nature will be made later. To make an estimate in terms of gross freight earnings by taking account of the varying rates appropriate to different types of cargo – which are many times as large, for example, for a ton of meat in a refrigerated ship as for a ton of oil – would be more difficult, requiring the assembly of a great deal of detailed information about freight rates which is not at present available.

Any measure of the share of United Kingdom *ships* is not the same as a measure of the share of the United Kingdom shipping *industry*, since the latter would include the contribution of foreign ships chartered by United Kingdom shipping companies, and include United Kingdom ships chartered to foreigners (the former being the more important). Moreover, about one-eighth of the ships on the United Kingdom register were owned in other Commonwealth countries (particularly the Bahamas and Bermuda). Further, to be of real value, an assessment of the industry's share of the carrying trade would need to take into account cargoes carried in the cross-trades as well as in voyages to and from the United Kingdom.

Summary figures

The main figures are summarized in the table below, based mainly on Table 1, but using Tables 4 and 5 for the split between bulk and other dry cargoes which broadly corresponds to the distinction between cargoes carried in tramps or bulk carriers, and liner cargoes.

From the shipping point of view, the important flows of trade are not the same as those which matter most when the value of overseas trade is analysed. Imports are very much more important than exports, since in terms of tonnage they are more than four times as large; and nearly three times as large even omitting tanker cargoes, which represent more than a half of imports, and nearly a third of exports. One consequence of this is that there is usually a lot of unused capacity in ships leaving the United Kingdom, many of which sail in ballast, or less than fully loaded.

For the main classes of trade, the United Kingdom share did not vary very widely. It was somewhat less for tankers than for dry cargoes, although United Kingdom ships had a good share of the exports of oil products. It was higher also for liners than for tramps, and was especially low for bulk cargoes exported, since most of these went to Europe, and the United Kingdom share was relatively small on the European routes.

Broad area pattern

Shares of trade with the main balance of payments areas, analysed also by broad commodity groups, are shown in Tables 2 and 3. The proportions were generally high for the sterling area, and lower elsewhere, though United Kingdom ships had a good share of the export trade to Latin America. The shares of transatlantic trade with North America—about a half in terms of tonnage—were larger than on the short routes to Western Europe, where, apart from tanker exports, the share was generally less than 30 per cent. The figures for 'Other Non-Sterling' countries are not very meaningful, since they combine high proportions for trade with the Far East and low proportions for trade with Eastern Europe.

The area analysis for tankers also may not be very meaningful, either, since the oil companies operate mixed fleets of United Kingdom and foreign tankers, and it is how they are allocated between different routes which determines the proportions.

Broadly similar area patterns reappear when the main bulk cargoes are separately distinguished (in Tables 4 and 5); and they are not very different for liner cargoes and for those carried by tramps and bulk carriers. The analysis suggests that, for dry cargoes, the United Kingdom share tends to depend more on the route than on the type of cargo carried. For example, there is a high figure for sugar, which comes mainly from the sterling area, and a low one (exceptionally low in fact) for timber, which comes mainly from Europe.

These tables also bring out the high proportion of the tonnage of overseas trade which was accounted for by a few commodities carried in bulk. About 80 per cent of all imports in bulk were accounted for

United Kingdom sea-borne trade in 1965

Proportion of cargoes carried by United Kingdom ships

	Imports				Exports			
	Weight		Value		Weight		Value	
	Total (million tons)	UK flag %	Total (£ million)	UK flag %	Total (million tons)	UK flag %	Total (£ million)	UK flag %
Bulk cargoes	42.8	46	778	39	6.9	29	42	28
Other dry cargoes	26.9	49	3,698	60	16.6	51	3,856	62
Total dry cargoes	69.7	47	4,476	57	23.5	44	3,898	61
Tanker cargoes	87.1	38	615	40	10.8	66	99	69
Total	156.8	42	5,090	55	34.3	51	3,997	61

by three commodities—iron ore (44 per cent), cereals (20 per cent) and timber (15 per cent). These three commodities represented close on half the tonnage of all dry cargoes imported. On the export side, bulk cargoes are of course relatively unimportant; coal was still much the largest. Coal and china clay together represented nearly 30 per cent of the tonnage of all dry cargoes exported.

The dominance of these few commodities has its influence on the shipping pattern. Most imports of iron ore, for example, were carried by the fleet on charter to BISC (Ore) Ltd., most of which is under the United Kingdom flag. But supplies of iron ore from Norway, Sweden and Venezuela were carried partly or wholly in foreign vessels. The use of foreign vessels from Venezuela brings down the United Kingdom share in respect of all dry cargoes imported from Latin America, of which iron ore accounted for more than half the total.

Detailed analysis by routes

Tables 6 and 7 give the details of the tonnages moving to and from each of the principal countries of consignment, with the proportions carried under the United Kingdom flag. The countries are here grouped in a way which is more appropriate for shipping purposes than the Balance of Payments classification used in earlier Tables; for example all Baltic countries are grouped together and so are all Mediterranean countries.

When trade is measured in terms of weight there are often very large disparities between the inward and outward flows for particular countries. A special case is represented by the oil-producing countries, from which large quantities are shipped, balanced by very little in the reverse direction. But for dry cargo too the inward flow from many countries was several times as large as the outward.

This happens with countries from which we import large quantities of bulk commodities, such as iron ore, grain or timber. The main examples of very unbalanced flows of trade are to be found in Canada, Scandinavia, Eastern Europe, West Africa, the West Indies and South America. There was only a handful of cases where the export tonnage was the larger—examples are West Germany, Switzerland, Denmark, Ceylon and Hong Kong.

The figures for individual countries have been summarized to provide totals for the deep sea and for the short sea routes. When this is done, it is desirable to make an adjustment for the large quantities of oil originating in Iraq and Saudi Arabia sent by pipeline to Mediterranean ports. This has not been done in Tables 6 and 7, the figures in which correspond to those in the Trade Accounts for the country of consignment; but it has been done in the column for tanker imports in the following table.

Weight of sea-borne cargoes in 1965

Share of United Kingdom ships

Trade	Imports			Exports		
	Dry cargo	Tanker	Total	Dry cargo	Tanker	Total
Deep Sea						
Total: million tons	36.0	49.5	85.4	8.5	0.7	9.2
UK flag %	62	28	42	72	72	72
Short Sea						
Total: million tons	33.7	37.6	71.4	15.0	10.1	25.1
UK flag %	32	52	42	29	66	44

The Table shows that the United Kingdom share of dry cargo trade, both imports and exports, is much higher on the long sea routes than on the short sea ones. For tanker imports, the reverse is the case, that is, the United Kingdom share is greater on the shorter routes; as previously mentioned, United Kingdom ships have a large share also of tanker exports, which are almost entirely confined to the short sea routes.

Changes since 1938

Table 8 gives an indication of how the British share of trade on different routes has changed since 1938. Because of the limited nature of the information available before the war, the comparison has to be made in terms of values, with no distinction between dry and tanker cargoes. Moreover, the 1938 proportions are for ships registered anywhere in the Commonwealth as it was then constituted, though this in fact generally makes only a fairly small difference.

The figures relating to the total value of imports and exports are set out in the following Table, in which comparison is also made with 1948. The 1965 figures have been adjusted to correspond as closely as possible, by adding in figures for ships registered in other countries which were members of the Commonwealth in 1938.

United Kingdom sea-borne trade

Proportion by value carried in British ships

Percentages

	1938	1948	1965
Imports	68	80	57
Exports	79	86	65

It will be seen that in 1948, the proportions were higher than before the war, as the result of the almost complete elimination from United Kingdom trades of the ships of most continental European countries, which was due both to war losses and to government allocation of the remaining tonnage. The British share started to fall in 1949, and in 1965 was lower than in 1938.

Examination of the figures relating to particular countries suggests that there has been less change than might have been expected. In view of the great changes there have been in the pattern of trade, the shipping pattern has shown remarkable stability. The Table identifies a few cases where the fall in the British share has been due to the partner country building up its own fleet—for example, the Irish Republic, India and Burma. Apart from these identified cases, the significant reductions have been limited to trade with European countries, together with a few others, which include Egypt, Canada and Brazil.

Other flags

The proportions by weight and value of United Kingdom sea-borne trade in 1965 carried under each of the principal flags are shown in Table 9, in which the countries are arranged in order of their share in the total tonnage of United Kingdom imports and exports respectively. The main figures extracted from this Table are set out below.

Percentages of total sea-borne cargoes carried in 1965

Flag	Imports		Exports	
	Weight	Value	Weight	Value
United Kingdom	42.3	54.5	51.1	61.4
Norwegian	14.7	6.9	9.7	4.6
Liberian	10.1	2.6	1.5	0.3
Dutch	6.0	8.1	11.5	8.4
West German	3.7	4.8	7.7	5.0

The five flags shown covered more than three-quarters of both imports and exports, whether in terms of weight or value. For individual flags, the proportions measured on the two bases differed considerably, most notably in the case of Liberia whose share is predominantly in tanker cargoes. Taking imports and exports together, the Norwegians accounted for the largest tonnage of any foreign flag, followed by Liberia and the Netherlands. In terms of value, the Dutch had the largest share, after the United Kingdom, of both imports and exports.

Table 10 compares the shares of different flags by value in 1938 and 1965. (The Commonwealth proportions for 1965 are those adjusted to the 1938 basis.) The Table shows that the reduction in our share has been fairly widely spread among competing flags.

More detailed information

Information in greater detail about individual commodities and countries may be obtained when circumstances allow from The Controller, Statistical Office, H.M. Customs and Excise, Portcullis House, 27 Victoria Avenue, Southend-on-Sea, Essex, on payment of a fee to cover the cost of preparing the information.

Illustrations of the kind of analysis that can be made are provided by Tables 11—16, which give an analysis by country of consignment, with the United Kingdom proportion shown alongside, of the tonnages of five important import commodities, and of coal exports.

(*Continued on next page*)

Table 1—United Kingdom Trade by Sea in 1965

Proportion of cargoes carried by U.K. registered vessels

	Weight		Value	
	Total (Mn. tons)	UK flag %	Total (£ Mn.)	UK flag %
Imports				
Dry cargo	69·7	47	4,476	57
Tanker	87·1	38	615	40
Total	156·8	42	5,090	55
Exports				
Dry cargo	23·5	44	3,898	61
Tanker	10·8	66	99	69
Total	34·3	51	3,997	61
Re-exports				
Dry cargo	0·2	52	115	53
Tanker	..	76	..	77
Total	0·2	55	115	53
All trade				
Dry cargo	93·4	47	8,489	59
Tanker	97·9	41	714	44
Total	191·3	44	9,203	57

Longclose Engineering Co. Ltd., of Leeds, claim that with the despatch of this £20,000 shipment of stainless steel high temperature pressure dyeing machinery to China, they have increased their sales to China to reach a record £110,000 so far this year. The plant, destined for Tientsin, can be used for dyeing woollen and synthetic fibres. It includes ancillary equipment and a complete set of spare parts for two years' operation.

Table 2—United Kingdom Imports by Sea in 1965

Balance of Payments Areas

	Weight (Thousand tons)						Value (£ Million)					
	Sterling	North America	Western Europe	Latin America	Other Non-Sterling	Total	Sterling	North America	Western Europe	Latin America	Other Non-Sterling	Total
I. *DRY CARGO*												
Food, beverages and tobacco (1)												
Total	7,248	6,125	4,110	1,400	933	19,816	763·2	264·5	455·0	88·2	106·1	1,677·1
UK flag %	72	46	33	54	39	53	82	56	31	74	53	62
Basic materials and dry cargo fuels(2)												
Total	4,515	6,702	14,826	2,951	9,971	38,965	302·8	207·9	306·5	80·4	187·3	1,084·9
UK flag %	70	59	29	34	57	47	87	52	26	75	41	54
Manufactures, etc.(3)												
Total	1,312	2,471	5,840	131	1,177	10,932	279·6	480·1	786·0	34·1	134·0	1713·8
UK flag %	80	46	29	90	26	39	84	53	42	95	43	53
All dry cargoes												
Total	13,075	15,298	24,776	4,482	12,082	69,712	1,345·7	952·4	1,547·5	202·8	427·4	4,475·8
UK flag %	72	52	30	42	53	47	84	53	35	78	45	57
II. *TANKER CARGO*												
Total	40,332	471	12,102	11,870	22,314	87,089	271·2	7·7	99·0	75·8	160·8	614·6
UK flag %	37	24	27	24	55	38	38	20	32	25	55	40
III. *ALL CARGOES*												
Total	53,407	15,769	36,878	16,352	34,396	156,801	1,616·9	960·2	1,646·5	278·6	588·2	5,090·4
UK flag %	46	51	29	29	54	42	76	53	35	64	47	55

(1) SITC Sections 0 and 1.
(2) SITC Sections 2-4.
(3) SITC Sections 5-9 excluding post parcels.

Table 3—United Kingdom Exports by Sea in 1965

Balance of Payments Areas

	Weight (Thousand tons)						Value (£ Million)					
	Sterling	North America	Western Europe	Latin America	Other Non-Sterling	Total	Sterling	North America	Western Europe	Latin America	Other Non-Sterling	Total
I. *DRY CARGO*												
Food, beverages and tobacco (1)												
Total	434	222	883	28	116	1,683	81·0	77·6	92·7	8·7	20·5	280·5
UK flag %	74	60	20	83	41	42	82	59	33	80	66	58
Basic materials and dry cargo fuels (2)												
Total	896	316	7,668	30	179	9,089	25·2	25·9	106·8	1·9	22·0	181·7
UK flag %	67	30	25	70	34	30	73	67	35	77	45	47
Manufactures, etc. (3)												
Total	4,837	1,652	4,342	588	1,351	12,770	1,348·6	402·8	1,185·0	131·9	367·7	3,435·9
UK flag %	79	48	30	73	40	55	82	56	42	66	58	62
All dry cargoes												
Total	6,167	2,191	12,892	646	1,647	23,543	1,454·8	506·1	1,384·4	142·5	410·2	3,898·1
UK flag %	77	47	27	74	46	44	82	57	41	67	58	61
II. *TANKER CARGO*												
Total	836	248	9,501	7	168	10,759	13·6	2·0	78·0	0·3	5·2	99·2
UK flag %	80	68	65	69	66	66	82	71	66	71	67	69
III. *ALL CARGOES*												
Total	7,002	2,439	22,393	653	1,814	34,302	1,468·4	508·2	1,462·5	142·8	415·4	3,997·3
UK flag %	77	49	43	74	48	51	82	57	42	67	58	61

(1) SITC Sections 0 and 1.
(2) SITC Sections 2-4.
(3) SITC Sections 5-9 excluding post parcels.

Table 4—United Kingdom Imports by Sea in 1965

Principal Bulk Commodities & Other dry cargoes

Analysis by Balance of Payments Areas

	Weight (Thousand tons)						Value (£ Million)					
	Sterling	North America	Western Europe	Latin America	Other Non-Sterling	Total	Sterling	North America	Western Europe	Latin America	Other Non-Sterling	Total
Cereals, unmilled												
Total	999	4,972	1,535	765	224	8,496	25·1	128·6	36·6	19·7	6·6	216·6
UK flag %	54	42	38	47	17	43	54	42	39	47	25	43
Raw sugar												
Total	1,899	—	24	153	16	2,093	88·8	—	0·5	3·7	0·4	93·4
UK flag %	68	—	—	19	79	64	68	—	—	17	79	66
Wood, lumber and cork												
Total	486	1,466	1,954	120	2,292	6,317	18·6	51·9	71·3	6·0	72·0	219·8
UK flag %	88	28	8	41	9	20	89	30	8	41	12	22
Pulp and waste paper (1)												
Total	120	551	2,985	2	105	3,761	6·4	26·9	101·2	..	5·1	139·6
UK flag %	91	50	23	100	12	29	93	48	17	100	12	26
Iron ore and concentrates, etc.												
Total	564	3,007	7,683	2,320	5,299	18,872	2·2	16·4	32·8	11·5	21·6	84·5
UK flag %	96	81	37	30	84	58	96	81	38	29	85	59
Fertilizers, crude or simply prepared												
Total	241	278	18	18	1,169	1,723	1·6	1·7	0·2	0·3	7·4	11·3
UK flag %	21	62	48	69	43	44	21	62	55	68	44	44
Other bulk cargoes (2)												
Total	387	..	690	93	412	1,582	3·1	..	3·7	1·2	4·9	12·9
UK flag %	80	—	33	53	47	49	71	70	32	54	47	49
Other dry cargoes (3)												
Total	8,380	5,024	9,888	1,013	2,565	26,867	1,199·9	727·0	1,301·2	160·4	309·3	3,697·8
UK flag %	74	51	28	68	38	49	85	57	38	88	51	60

(1) The figures for weights include an 80% addition for moisture in wet pulp.
(2) Comprising manganese ore and concentrates, cement and esparto grass.
(3) Predominantly liner cargoes.

Table 5—United Kingdom Exports by Sea in 1965

Principal Bulk Commodities & Other dry cargoes

Analysis by Balance of Payments Areas

	Weight (Thousand tons)						Value (£ Million)					
	Sterling	North America	Western Europe	Latin America	Other Non-Sterling	Total	Sterling	North America	Western Europe	Latin America	Other Non-Sterling	Total
Coal, coke and briquettes												
Total	437	8	4,314	11	43	4,813	2·7	0·1	22·3	0·1	0·2	25·3
UK flag %	62	—	31	56	14	34	67	—	27	81	16	31
Clay												
Total	63	183	1,567	5	38	1,857	0·9	1·2	12·0	0·1	0·5	14·5
UK flag %	70	22	9	72	26	13	74	24	11	78	40	17
Cement												
Total	224	11	16	8	17	275	2·0	0·2	0·2	0·1	0·2	2·6
UK flag %	54	43	15	81	75	53	65	42	21	70	75	60
Other dry cargoes (1)												
Total	5,443	1,989	6,995	622	1,549	16,598	1,449·2	504·8	1,350·0	142·2	409·3	3,855·6
UK flag %	79	49	28	74	47	51	82	57	41	67	58	62

(1) Largely, though not entirely, liner cargoes.

Countries grouped by continents

The use of an alphabetical sequence as an easy reference has been found impracticable in the compilation of Tariff Customs and Import Regulations of overseas countries. Every atttempt is made therefore to group countries by continents as far as possible.

Robert Hough

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Table 6 United Kingdom Imports by Sea in 1965

Principal countries from which consigned

Proportion of cargo carried by U.K. registered ships

Country or Area from which Consigned	Dry Cargo		Tanker Cargo		All Cargo	
	Total (Th. tons)	UK flag %	Total (Th. tons)	UK flag %	Total (Th. tons)	UK flag %
NEAR AND SHORT SEA TRADES						
Grand Total	33,740	32	25,019	44	58,759	37
Irish Republic	1,058	72	297	56	1,355	69
European Economic Community						
Total	7,498	35	11,080	28	18,578	31
France	1,770	32	1,418	32	3,188	32
Belgium and Luxembourg	1,112	57	399	49	1,511	55
Netherlands	2,368	32	4,779	31	7,147	32
Western Germany	1,443	29	472	29	1,915	29
Italy	806	32	4,012	21	4,818	23
Scandinavia and Baltic						
Total	18,823	24	193	46	19,016	24
Denmark	920	17	82	..	1,002	15
Norway	2,534	26	39	87	2,573	27
Sweden	8,874	30	43	29	8,917	30
Finland	2,609	11	..	—	2,609	11
Iceland	108	2	—	—	108	2
USSR	2,759	19	30	—	2,789	19
Poland	633	20	—	—	633	20
Eastern Germany	385	11	—	—	385	11
Iberia and Mediterranean						
Total	6,362	48	13,448	57	19,810	54
Spain	1,363	51	311	25	1,673	46
Portugal	348	31	59	—	407	27
Austria	129	25	..	—	129	25
Switzerland	80	42	..	14	80	42
Greece	201	17	8	..	209	17
Turkey	114	47	388	18	502	24
Yugoslavia	105	29	93	27	199	28
Libya	3	14	11,327	60	11,330	60
Algeria	1,142	72	1,065	69	2,207	71
Morocco	1,188	43	..	100	1,188	43
Tunisia	408	71	15	—	424	68
Egypt	80	33	166	41	245	39
Israel	246	52	..	59	246	52
Other countries (1)	954	24	16	32	970	24
DEEP SEA TRADES						
Grand Total	35,973	62	62,070	36	98,042	45
Central and West Africa						
Total	5,623	83	6,877	25	12,499	51
Nigeria	857	82	6,837	25	7,694	32
Ghana	447	34	40	31	487	34
Gambia and Sierra Leone	598	96	—	—	598	96
Liberia	1,545	86	—	—	1,545	86
Other countries (2)	2,176	88	—	—	2,176	88
South and East Africa						
Total	2,960	72	293	41	3,253	69
Republic of South Africa	1,597	77	129	24	1,726	73
Kenya	71	94	85	51	156	71
Zambia, Malawi and Rhodesia	464	85	—	—	464	85
Mauritius and Seychelles	409	25	36	78	445	30
Other countries (3)	418	79	43	29	462	76
Persian Gulf and Indian Ocean						
Total	1,478	63	39,174	41	40,652	42
Aden and South Arabia Protectorate	16	89	1,097	64	1,113	65
Saudi Arabia and Yemen	3	66	4,384	29	4,387	29
Iraq	5	41	10,408	75	10,413	75
Iran	50	62	4,540	38	4,591	38
India	906	58	96	82	1,002	60
Pakistan	212	62	17	100	229	65
Ceylon	142	98	—	—	142	98
Burma	139	67	—	—	139	67
Other countries (4)	4	72	18,633	25	18,637	25
Far East						
Total	1,082	81	127	13	1,209	74
Malaysia	398	99	99	17	497	82
Thailand	66	98	—	—	66	98
Philippines	113	63	—	100	113	63
Hong Kong	88	98	—	—	88	98
China	148	64	—	—	148	64
Japan	221	61	16	—	237	57
Other countries (5)	48	60	11	—	59	49
Australasia						
Total	3,617	73	33	96	3,650	74
Australia	2,378	69	33	96	2,411	70
New Zealand	802	99	—	—	802	99
British Islands in Pacific	437	48	—	—	437	48
North America						
Total	15,298	52	471	24	15,769	51
United States of America	5,394	42	470	24	5,864	41
Canada	9,904	57	..	2	9,905	57
Central and South America						
Total	4,379	42	11,580	23	15,959	28
Mexico	334	31	—	—	334	31
Panama	..	77	115	—	115	..
Colombia	12	74	913	30	926	31
Venezuela	1,720	12	10,360	21	12,080	20
Peru	118	77	149	79	266	78
Chile	167	87	—	—	167	87
Brazil	981	67	—	—	981	67
Argentine	938	58	43	—	981	55
Other countries (6)	109	83	—	—	109	83
West Indies						
Total	1,535	74	3,515	42	5,050	52
Trinidad	236	92	1,582	41	1,818	48
Jamaica	465	83	..	87	465	83
British Guiana	238	74	19	100	257	76
Other Commonwealth West Indies	377	68	1	100	378	68
Dutch West Indies	117	61	1,624	37	1,741	39
Cuba	90	32	284	71	375	61
Other countries (7)	12	8	5	100	17	37

(1) Gibraltar, Malta, Cyprus, Hungary, Czechoslovakia, Albania, Rumania, Syria, Lebanon.
(2) Angola, Cape Verde Islands, Mauritania, Senegal, Mali, Republic of Guinea, Ivory Coast, Upper Volta, Niger, Togo, Dahomey, Cameroon, Gabon, Republic of the Congo (Brazzaville), Democratic Republic of the Congo (Leopoldville), Rwanda, Burundi, Central African Republic, Chad, Spanish West Africa (including Ifni, Fernando Po, Spanish Sahara).
(3) Uganda, Basutoland, Bechuanaland Protectorate, Swaziland, Portuguese East Africa, Malagasy Republic, Somali Republic, French Somaliland, Ethiopia, Sudan, Comoro Islands and Reunion, The United Republic of Tanzania.
(4) Bahrain, Qatar, Abu Dhabi and other Trucial States, Jordan, Muscat and Oman, Kuwait, Afghanistan.
(5) Portuguese Timor, Macao, French possessions in the Pacific, South and North Vietnam, Laos, Cambodia, Formosa, Republic of Koreo, North Korea, People's Republic of Mongolia.
(6) Guatemala, Honduras, Nicaragua, Costa Rica, El Salvador, Ecuador, Bolivia, Uruguay, Paraguay.
(7) Hayti, Dominican Republic.

Table 7—United Kingdom Exports by Sea in 1965

Principal countries to which consigned

Proportion of cargo carried by UK registered ships

Country or Area to which Consigned	Dry Cargo		Tanker Cargo		All Cargo	
	Total (Th. tons)	UK flag %	Total (Th. tons)	UK flag %	Total (Th. tons)	UK flag %
NEAR AND SHORT SEA TRADES						
Grand Total	15,011	29	10,106	66	25,117	44
Irish Republic	1,032	52	450	85	1,482	62
European Economic Community						
Total	7,012	32	2,958	46	9,970	36
France	1,522	21	282	13	1,804	20
Belgium and Luxembourg	841	51	351	67	1,192	56
Netherlands	1,981	44	1,297	39	3,278	42
Western Germany	2,014	21	996	59	3,010	33
Italy	654	29	32	55	686	30
Scandinavia and Baltic						
Total	4,590	19	6,454	73	11,044	50
Denmark	985	16	2,072	71	3,057	53
Norway	1,304	24	975	77	2,279	47
Sweden	1,411	18	3,253	73	4,664	57
Finland	509	15	68	77	577	23
Iceland	20	1	84	51	104	42
USSR	191	10	1	3	192	10
Poland	100	22	2	24	102	22
Eastern Germany	70	3	..	—	70	3
Iberia and Mediterranean						
Total	2,376	29	244	71	2,620	33
Spain	803	15	93	53	896	19
Portugal	294	36	23	45	317	37
Austria	69	33	..	78	69	33
Switzerland	244	29	18	96	263	34
Greece	124	34	37	91	161	47
Turkey	68	25	..	78	69	25
Yugoslavia	68	22	4	82	72	26
Libya	104	44	6	60	110	45
Algeria	57	22	5	100	61	28
Lebanon	43	67	7	97	50	71
Egypt	85	30	23	81	107	44
Israel	106	46	4	45	110	46
Other countries (1)	312	39	23	87	335	42
DEEP SEA TRADES						
Grand Total	8,533	72	651	72	9,185	72
Central and West Africa						
Total	712	71	70	49	782	69
Nigeria	366	80	40	62	406	79
Ghana	199	47	8	75	207	49
Gambia and Sierra Leone	64	81	1	91	65	81
Other countries (2)	83	82	20	11	104	68
South and East Africa						
Total	1,177	89	64	96	1,241	89
Republic of South Africa	734	87	42	98	776	87
Kenya	118	97	10	100	128	97

Country or Area to which Consigned	Dry Cargo		Tanker Cargo		All Cargo	
	Total (Th. tons)	UK flag %	Total (Th. tons)	UK flag %	Total (Th. tons)	UK flag %
Zambia, Malawi and Rhodesia	128	90	1	75	129	90
Other countries (3)	196	90	12	91	208	89
Persian Gulf and Indian Ocean						
Total	1,232	69	92	93	1,324	71
Aden and South Arabia Protectorates	42	97	4	99	46	97
Saudi Arabia and Yemen	42	75	3	100	45	77
Iraq	58	77	1	31	58	77
Iran	173	66	3	88	177	66
India	343	51	35	91	379	54
Pakistan	189	66	1	73	190	66
Ceylon	199	91	2	100	201	91
Burma	31	79	1	59	32	79
Other countries (4)	156	78	41	96	197	81
Far East						
Total	962	85	42	64	1,004	84
Malaysia	400	97	21	100	421	97
Thailand	58	97	1	100	59	97
Philippines	59	90	..	98	60	90
Hong Kong	215	97	2	100	217	97
China	106	30	..	98	106	30
Japan	77	74	3	86	80	75
Other countries (5)	46	43	15	7	61	34
Australasia						
Total	1,252	95	35	76	1,287	94
Australia	758	97	23	77	781	97
New Zealand	468	92	11	73	479	91
British Pacific Islands	26	81	..	90	26	81
North America						
Total	2,191	46	248	68	2,439	49
United States of America	1,497	42	14	1	1,511	42
Canada	694	56	234	72	928	60
Central and South America						
Total	608	77	6	73	614	77
Mexico	65	75	..	38	65	75
Venezuela	84	78	4	69	88	77
Peru	55	91	..	86	55	91
Chile	43	79	..	96	43	79
Brazil	40	67	..	24	40	67
Argentine	200	87	..	100	200	87
Other countries (6)	121	59	1	80	122	59
West Indies						
Total	400	59	94	66	494	61
Trinidad	111	65	34	58	145	63
Jamaica	84	75	1	93	84	75
British Guiana	47	43	2	40	49	43
Other Commonwealth Countries	95	66	1	76	96	66
Dutch West Indies	25	53	55	72	80	66
Other countries (7)	38	16	1	30	39	16

(1) Gibraltar, Malta, Cyprus, Hungary, Czechoslovakia, Albania, Bulgaria, Rumania, Tunisia, Syria.
(2) Angola, Cape Verde Islands, Mauritania, Senegal, Mali, Republic of Guinea, Liberia, Ivory Coast, Upper Volta, Niger, Togo, Dahomey, Cameroon, Gabon, Republic of the Congo (Brazzaville), Democratic Republic of the Congo (Leopoldville), Rwanda, Burundi, Central African Republic, Chad, Spanish West Africa (including Ifni, Fernando Po, Spanish Sahara).
(3) The United Republic of Tanzania, Uganda, Mauritius, Seychelles, Basutoland, Bechuanaland Protectorate, Swaziland, Portuguese East Africa, Malagasy Republic, Somali Republic, French Somaliland, Ethiopia, Sudan, Comoro Islands and Reunion.
(4) Bahrain, Qatar, Abu Dhabi and other Trucial States, Jordan, Muscat and Oman, Kuwait, Afghanistan.
(5) Indonesia, Portuguese Timor, Macao, French possessions in the Pacific, South and North Vietnam, Laos, Cambodia, Formosa, Republic of Korea, North Korea, People's Republic of Mongolia.
(6) Guatemala, Honduras, Nicaragua, Costa Rica, Panama, Colombia, El Salvador, Ecuador, Bolivia, Uruguay, Paraguay.
(7) Hayti, Dominican Republic, Cuba.

Table 8—United Kingdom Trade by Sea

Proportion by value carried by British Ships (1) in 1938 and 1965
Countries of Consignment

Percentages

Country of Consignment	Imports		Exports	
	1938	1965	1938	1965
Irish Republic	100	65 (89)	99	58 (89)
France	69	48	55	49
Belgium and Luxembourg	74	48	82	52
Netherlands	46	32	48	37
Germany	45	46 (2)	32	47 (2)
Italy	58	45	59	54
Denmark	10	21	38	38
Norway	17	23	26	20
Sweden	17	21	36	33
Finland	4	18	4	39
USSR	27	12	2	23
Poland	27	37	25	36
Spain	82	38	86	38
Portugal	NA	51	61	77
Greece	NA	38	90	43
Switzerland	73	58	73	47
Egypt	70	40	92	62
British West Africa	94	64	98	78
Republic of South Africa	99	87 (92)	100	88 (96)
British East Africa	99	82	NA	94
Iran	71	44	100	76
India and Pakistan	95	64 (93)	100	56 (88)
Ceylon	97	98	100	95
Burma	96	68 (81)	NA	56 (88)
Malaya	90	97	99	97
China	91	78	100	54
Japan	69	62	NA	73
Indonesia	52	42	37	20
Australia	92	89 (89)	100	98
New Zealand	100	99	100	93
United States of America	53	51	62	50
Canada	85	55 (56)	95	72 (72)
Brazil	97	67	92	71
Argentine	89	79	94	76
Chile	87	97	NA	77
British West Indies	91	71	96	61
All countries	68	55 (3)	79	61 (3)

(1) The percentages for 1938 refer to all ships then registered in the Commonwealth and Irish Republic; those for 1965 refer only to ships registered in the United Kingdom.
(2) These percentages refer to East and West Germany together.
(3) The comparable percentages in 1965 in respect of all Commonwealth and Irish Republican flags were 57 per cent for imports and 65 per cent for exports.
The percentages in brackets refer to the UK flag plus the flag of the country concerned.

Table 9—United Kingdom Trade by Sea in 1965

Proportion carried by principal flags

Percentages

Flag	Dry Cargo		Tanker		Total	
	Weight	Value	Weight	Value	Weight	Value
IMPORTS						
United Kingdom	47·3	56·6	38·3	39·6	42·3	54·5
Norwegian	10·1	5·3	18·3	18·1	14·7	6·9
Liberian	3·9	1·0	15·1	13·9	10·1	2·6
Dutch	7·6	8·4	4·8	6·1	6·0	8·1
Swedish	7·4	3·7	3·4	3·2	5·2	3·7
West German	6·0	5·2	1·8	1·8	3·7	4·8
Greek	3·0	1·8	2·4	2·2	2·7	1·8
Panamanian	1·1	0·3	3·4	3·0	2·4	0·6
Danish	2·3	4·3	2·4	2·2	2·3	4·0
Italian	0·5	0·3	3·8	3·3	2·3	0·6
French	1·4	1·3	3·1	3·1	2·3	1·6
Finnish	2·0	1·4	0·1	0·1	0·9	1·2
Belgian	0·4	0·7	1·3	1·4	0·9	0·8
Russian	1·9	1·5	0·1	0·1	0·9	1·4
United States	0·5	2·4	0·5	0·5	0·5	2·2
Japanese	0·2	0·5	0·3	0·4	0·2	0·5
Spanish	0·5	0·6	..	..	0·2	0·5
Kuwaiti	..	..	0·4	0·4	0·2	..
Polish	0·5	0·6	—	—	0·2	0·6
Indian	0·4	0·9	0·1	0·1	0·2	0·8
Irish Republican	0·3	0·7	0·1	0·1	0·2	0·6
Lebanese	0·4	0·1	—	—	0·2	0·1
Yugoslavian	0·3	0·2	0·1	0·1	0·2	0·2
East German	0·3	0·3	0·1	0·1	0·2	0·3
Rumanian	0·3	0·1	—	—	0·1	0·1
South African	0·2	0·4	..	..	0·1	0·4
Other	1·2	1·4	0·1	0·2	0·8	1·1
	100·0	100·0	100·0	100·0	100·0	100·0
EXPORTS						
United Kingdom	44·3	61·2	66·1	68·6	51·1	61·4
Dutch	14·9	8·5	3·9	4·1	11·5	8·4
Norwegian	6·9	4·4	15·8	11·9	9·7	4·6
West German	10·2	5·0	2·0	2·7	7·7	5·0
Swedish	3·2	3·2	2·4	2·5	3·0	3·2
Danish	3·8	2·4	0·7	0·7	2·8	2·4
French	3·2	1·5	0·1	0·1	2·2	1·5
Liberian	1·4	0·3	1·6	1·0	1·5	0·3
Panamanian	0·7	0·2	2·2	1·4	1·2	0·3
United States	0·6	1·7	2·1	2·6	1·1	1·7
Irish Republican	1·5	1·0	0·1	0·4	1·1	1·0
Greek	1·1	0·9	0·6	0·4	1·0	0·9
Finnish	1·3	1·1	0·2	0·5	1·0	1·1
Spanish	1·1	0·7	0·7	0·9	1·0	0·8
Russian	1·0	0·8	0·2	0·3	0·7	0·8
Belgian	0·5	0·7	0·6	0·4	0·6	0·7
Polish	0·6	0·6	..	..	0·4	0·6
Indian	0·5	1·1	..	0·1	0·3	1·1
Yugoslavian	0·3	0·4	..	0·1	0·2	0·3
South African	0·3	0·6	..	0·1	0·2	0·6
Italian	0·1	0·1	0·2	0·2	0·2	0·1
Nigerian	0·2	0·2	..	0·1	0·2	0·2
Lebanese	0·2	0·1	..	..	0·2	0·1
Japanese	0·2	0·5	0·1	0·3	0·2	0·5
Israeli	0·2	0·2	..	..	0·1	0·2
Rumanian	0·2	0·1	..	..	0·1	0·1
Other	1·5	2·5	0·4	0·6	0·7	2·1
	100·0	100·0	100·0	100·0	100·0	100·0

ECGD LOCAL ADDRESSES

The address of the Export Credits Guarantee Department is 59 Gresham Street, London, E.C.2 (Monarch 6699). The department has 16 local offices in various parts of the United Kingdom. A list was given on page 508 of the Board of Trade Journal, *May 27, 1966.*

Table 10—United Kingdom Trade by Sea (1)

Proportion by value carried by principal flags in 1938 and 1965

Percentages

Flag	Imports		Exports	
	1938	1965	1938	1965
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Danish	5·2	4·0	2·1	2·4
Norwegian	5·0	6·9	2·2	4·6
Dutch	4·0	8·1	3·1	8·4
United States	3·9	2·2	1·4	1·7
Swedish	3·0	3·7	1·9	3·2
German	2·4	5·1 (4)	3·0	5·3 (4)
Finnish	1·5	1·2	1·3	1·1
Greek	1·4	1·8	0·4	0·9
Belgian	0·9	0·8	0·5	0·7
Russian	0·9	1·4	1·3	0·8
French	0·8	1·6	1·4	1·5
Japanese	0·6	0·5	0·1	0·5
Italian	0·4	0·6	0·3	0·1
Polish	0·4	0·6	0·7	0·6
Estonian	0·4	—	0·2	—
Latvian	0·3	—	0·2	—
Yugoslavian	0·2	0·2	0·2	0·3
Panamanian	0·2	0·6	..	0·3
Egyptian	0·2	0·1	0·1	0·2
Portuguese	0·1	..	0·1	..
Others	0·3	3·9 (5)	0·1	2·5(6)
Total	100·0	100·0	100·0	100·0

(1) Excluding re-exports of imported cargoes.
(2) Includes flag of Irish Republic.
(3) Includes flags of Irish Republic, South Africa and Burma which are no longer members of the Commonwealth.
(4) Includes East German flag.
(5) Includes Liberian flag which accounts for 2·6% of the value of imports.
(6) Includes Spanish and Liberian flags which account for 0·8% and 0·3% respectively of the value of exports.

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Cereals, unmilled (including cereals for sowing)

Country from which Consigned	Weight (Th. tons)		
	Total	UK flag	UK flag %
Belgium	215	107	50
France	312	80	26
Netherlands	937	398	42
Rumania	143	—	—
Other European countries	72	2	3
South Africa	331	214	65
Australia	656	321	49
Canada	2,490	1,069	43
United States of America	2,482	1,025	41
Argentine	609	292	48
Other Western Hemisphere countries	188	69	44
Other countries	91	46	51
Total	8,496	3,623	43

Table 12—United Kingdom Imports by Sea in 1965

Wood, Lumber and Cork

Country or Area from which Consigned	Weight (Th. tons)		
	Total	UK flag	UK flag %
Sweden	650	34	5
Norway	49	16	33
Finland	1,008	57	6
Portugal	86	12	13
European Economic Community	91	19	21
USSR	1,641	24	1
Poland and Eastern Germany	304	9	3
Other European countries	239	29	12
West and Central Africa	434	375	86
Malaysia	150	147	98
Canada	1,419	383	27
United States of America	47	22	46
Brazil	110	46	42
Other countries	89	72	80
Total	6,317	1,245	20

Table 13—United Kingdom Imports by Sea in 1965

Iron ore (1)

Country from which Consigned	Weight (Th. tons)		
	Total	UK flag	UK flag %
Norway	715	178	25
Sweden	6,065	2,148	35
Spain	581	473	81
USSR	501	378	75
Other European countries	344	66	19
North African coutries	1,534	1,226	80
Sierra Leone	548	529	96
Other West African countries	3,239	2,848	88
Canada	3,007	2,443	81
Venezuela	1,700	209	12
Brazil	614	484	79
Other countries	18	18	100
Total	18,872	11,000	58

(1) Comprising iron ore and concentrates (except chrome iron ore), iron pyrites (including cupreous), roasted.

Table 14—United Kingdom Imports by Sea in 1965

Petroleum Tanker Cargoes

Country or Area from which Consigned	Weight (Th. tons)		
	Total	UK flag	UK flag %
I. CRUDE AND PARTLY REFINED			
Western Europe	1,282	648	50
Libya	11,327	6,747	60
West Africa	6,846	1,734	25
Saudi Arabia	4,384	1,271	29
Iraq	10,346	7,778	75
Iran	4,143	1,413	34
Kuwait	14,386		
Other Persian Gulf countries	3,553	4,401	25
Venezuela	8,464	2,018	24
Other countries	1,372	627	46
Total	66,104	26,637	40
II. PRODUCTS			
Western Europe	10,677	2,649	25
Persian Gulf and Indian Ocean	2,352	1,355	58
Latin America	2,967	473	16
British West Indies	1,498	597	40
Dutch West Indies	1,116	376	34
Other areas	1,166	381	33
Total	19,777	5,831	29

Table 15—United Kingdom Exports by Sea in 1965

Coal, Coke and Briquettes

Country to which Consigned	Weight (Th. tons)		
	Total	UK flag	UK flag %
Belgium and Luxembourg	266	188	71
France	818	99	12
Western Germany	561	57	10
Netherlands	1,029	660	64
Irish Republic	425	266	63
Denmark	505	64	13
Norway	563	130	23
Sweden	347	119	34
Portugal	137	11	8
Other European countries	123	20	16
Other countries	40	17	43
Total	4,813	1,631	34

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Meat and Meat Preparations

Country or Area from which Consigned	Weight (th tons)		
	Total	UK Flag	UK Flag %
Irish Republic	88	71	81
Denmark	366	79	22
Netherlands	48	12	24
Yugoslavia	21	18	85
Poland	66	33	50
Other European countries	36	11	31
Africa	38	37	99
Far East	25	4	18
Australia	150	147	98
New Zealand	346	345	100
North America	35	18	50
Argentine	159	149	94
Other countries	13	13	99
Total	1,391	937	67

NOTES AND DEFINITIONS

Valuation

Imports are valued c.i.f., exports and re-exports f.o.b.

Weights

All weights are net tonnages, exclusive of the weight of containers, internal packing or other wrapping.

Where Customs declarations were made in units of quantity other than weight or in value only, the weight was estimated by using approximate conversion factors, fixed with the assistance of trade associations and some individual firms, whose help is gratefully acknowledged.

Coverage of the figures

The analysis of exports excludes re-exports; the magnitude of re-exports is shown in table 1.

The analysis was based on the overseas trade statistics, and covers the same field less certain excluded categories of trade, as follows:

	Imports		Exports		Total	
	Weight (thousand tons)	Value (£ million)	Weight (thousand tons)	Value (£ million)	Weight (thousand tons)	Value (£ million)
Flag information not available*	65	170	48	254	112	423
Air transport	113	438	149	370	262	808
Irish Land Boundary	534	34	254	24	788	58
Total	712	641	451	649	1,163	1,290
Newly built aircraft, ships, etc.	N.A.	32	N.A.	79	N.A.	111
Grand Total		673		728		1,401

* Includes parcel post.

Coastal trade, and traffic to or from Northern Ireland, is excluded.

Use of provisional figures

The 1965 figures correspond to those contained in the December 1965 issue of the 'Overseas Trade Accounts of the United Kingdom'. It was not possible to take account of any corrections made later.

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Ships owned by residents of any Commonwealth country may be registered in the United Kingdom, and in December 1965, 12½ per cent of the tonnage in the register was owned in Commonwealth countries other than in the United Kingdom. The proportion was larger for tankers than for dry cargo vessels. Details are as follows:—

Ships of 500 gross tons and over

Owned in	*Mn. gross tons*	*Percentage*
United Kingdom	17.8	87½
Bahamas and Bermuda	2.1	10
Other Commonwealth countries	0.5	2½
Total	20.4	100

Dry cargoes and tanker cargoes

The distinction between these categories is not exact. All crude petroleum, liquid petroleum products, molasses and whale oil were classed as tanker cargoes, and all other goods as dry cargoes.

Bulk cargoes and other dry cargoes

In tables 4 and 5, only the main bulk cargoes are distinguished, and some of the "other dry cargoes" would be carried in tramps or bulk carriers. This category therefore approximates only very roughly to liner cargoes. The distinction between bulk, tramp and liner cargoes cannot be made accurately from the trade accounts, since the same type of goods can be carried for example both by liners and tramps.

Short and Deep Sea Routes

Short sea routes comprise those to European countries, and to other countries bordering the Mediterranean. Other routes are classed as deep sea routes.

Country of consignment

This is not necessarily the same as the country of loading or discharge, as for example in the case of land-locked countries such as Austria or Switzerland. Another important exception is represented by oil exports from Iraq and Saudi Arabia, the whole of the former and half the latter being sent by pipe-line to Mediterranean ports. (This exception is referred to in the text of the article.)

Balance of Payments areas

The areas used in tables 2-5 are the Balance of Payments areas as defined in 'United Kingdom Balance of Payments, 1966'.

Previous analyses

United Kingdom trade statistics analysed by nationality of vessel were published for the years 1936, 1937, 1947. 1948 and 1949. A similar analysis was made for 1938, but not previously published. In all these cases, quantities were shown only for a few selected commodities, and total trade was analysed only in terms of value.

Rounding of figures

Owing to rounding, there may be minor differences between the sums of constituent items and the totals shown.

Symbols

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Percentages

Flag	Imports		Exports	
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Norwegian	5·0	6·9	2·2	4·6
Dutch	4·0	8·1	3·1	8·4
United States	3·9	2·2	1·4	1·7
Swedish	3·0	3·7	1·9	3·2
German	2·4	5·1 (4)	3·0	5·3 (4)
Finnish	1·5	1·2	1·3	1·1
Greek	1·4	1·8	0·4	0·9
Belgian	0·9	0·8	0·5	0·7
Russian	0·9	1·4	1·3	0·8
French	0·8	1·6	1·4	1·5
Japanese	0·6	0·5	0·1	0·5
Italian	0·4	0·6	0·3	0·1
Polish	0·4	0·6	0·7	0·6
Estonian	0·4	—	0·2	—
Latvian	0·3	—	0·2	—
Yugoslavian	0·2	0·2	0·2	0·3
Panamanian	0·2	0·6	.	0·3
Egyptian	0·2	0·1	0·1	0·2
Portuguese	0·1	.	0·1	.
Others	0·3	3·9 (5)	0·1	2·5(6)
Total	100·0	100·0	100·0	100·0

(1) Excluding re-exports of imported cargoes.
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Cereals, unmilled (including cereals for sowing)

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Other countries	91	46	51
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Brazil	614	484	79
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Short and Deep Sea Routes
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Operating and traffic statistics of the United Kingdom Airways Corporations and private companies

DURING JUNE 1966, capacity ton miles offered by United Kingdom airlines on their scheduled services increased by 11.4 per cent and total traffic carried (in terms of load short ton miles) by 21.7 per cent compared with June 1965; 1,384,538 passengers were carried, or 17.5 per cent more than in June 1965, and these passengers travelled 839.5 million passenger miles, or 15.3 per cent more. Freight ton miles rose by 49.3 per cent and mail ton miles by 16.6 per cent. The overall load factor rose from 51.0 per cent to 55.7 per cent.

During the five-week period ended July 2, 1966, capacity operated on BOAC's scheduled services went up by 9.5 per cent compared with the corresponding period in 1965, capacity on Western routes increased by 18.2 per cent and on Eastern routes by 0.7 per cent. Total traffic carried rose by 26.4 per cent on Western services and by 9.4 per cent on Eastern services. The total of 156,360 passengers carried by BOAC was 14.2 per cent more than during June 1965, and these passengers flew 531.1 million passenger miles or 9.7 per cent more. The overall load factor rose from 47.5 per cent to 51.2 per cent.

BEA offered a total of 14.3 per cent more capacity on scheduled services in June 1966 than in June 1965; capacity on international services increasing by 14.4 per cent and on domestic services by 14.0 per cent. Total traffic carried rose by 25.7 per cent. 448,236 passengers, or 20 per cent more, travelled on international routes and 323,045, or 10.7 per cent more travelled on domestic routes. These passengers flew 204.0 million passenger miles or 25.8 per cent more, on international services and 79.2 million passenger miles or 9.7 per cent more on domestic services. The overall load factor rose from 58.2 per cent to 64.0 per cent.

The private companies provided 15.5 per cent more capacity ton miles on scheduled services in June 1966, than in June 1965; international capacity showing an increase of 1.1 per cent and domestic capacity showing an increase of 50.8 per cent. Passengers carried totalled 479,949 or 20.7 per cent more, and these passengers flew 103.5 million passenger miles or 24.7 per cent more. There was an increase of 5.5 per cent in the number of passengers carried on international routes and an increase of 31.3 per cent on domestic routes. International freight traffic went up by 15.2 per cent while domestic freight rose by 253.0 per cent. The overall load factor rose from 57.2 per cent in June 1965 to 62.6 per cent in June 1966.

The principal statistics of revenue traffic on United Kingdom scheduled air services for June 1966 are summarized in the adjoining table.

	BOAC		BEA		PRIVATE COMPANIES	
	June 1966 (1)	% change on June 1965	June 1966	% change on June 1965	June 1966	% change on June 1965
Scheduled Services						
Aircraft miles flown	6,742,000	— 7·1	5,027,000	+14·4	3,317,000	+ 8·8
Passengers carried	156,360	+14·2	771,281	+15·9	479,949	+20·7
Passenger miles	531,068,000	+ 9·7	283,215,000	+20·8	103,502,000	+24·7
Available seat miles	851,730,000	— 2·0	420,408,000	+13·7	179,959,000	+14·3
Passenger load factor %	62·4	55·7 (2)	67·4	63·4 (2)	57·5	52·8 (2)
Freight carried (short tons)	4,684	+45·5	13,170	+71·3	28,213	+32·2
Mail carried (short tons)	661	+15·4	1,673	+47·4	192	+170·4
Load short ton miles	73,607,000	+18·1	31,452,000	+25·7	14,075,000	+26·4
Capacity short ton miles	143,811,000	+ 9·5	49,128,000	+14·3	22,482,000	+15·5
Overall load factor %	51·2	47·5 (2)	64·0	58·2 (2)	62·6	57·2 (2)
Non-scheduled Services						
Aircraft miles flown	443,000	—22·8	302,000	+46·6	5,790,000	+39·5
Capacity short ton miles	7,257,000	— 4·7	3,920,000	+85·3	55,750,000	+49·4

(1) May 29-July 2, 1966. (2) June 1965 actual load factors.

Registrations of British and foreign films

The following are details of films registered by the Board of Trade under the Films Acts 1960 and 1964 during the week ended Friday, December 23, 1966.
Where the title appears in italics the film forms part of a series. Br/E indicates that the film is a British quota film.

Title of Film	Registered No.	Playing Time Minutes	Date of Registration	Registered in the name of	Maker's name
			BRITISH		
Men of Capricorn	Br/E 31917	21	December 19	Data Film Distributors Ltd.	Commonwealth Film Unit, Australia
Press for Time	Br/E 31918	102	December 19	Rank Film Distributors Ltd.	Ivy Productions Ltd.
Palaces of a Queen	Br/E 31919	76	December 19	" "	Rank Film Distributors Ltd.
Look at Life Series 32:					
Pipeline to Plenty	Br/E 31920	10	December 19	" "	" "
The Hair Set	Br/E 31921	9	December 19	" "	" "
Finders Keepers	Br/E 31926	90	December 21	United Artists Corp. Ltd.	Inter-State Films Ltd.
Thunderbirds Are Go	Br/E 31927	93	December 22	" "	A. P. Films Ltd.
Company of Fools	Br/E 31928	33	December 22	Warner-Pathe Distributors Ltd.	Merton Park Productions Ltd.
Movietone News 1958	Br/E 31379	8	December 23	Twentieth Century-Fox Film Co. Ltd.	British Movietonews Ltd.
Movietone News 1958A	Br/E 31380	8	December 23	" "	" "
Pathe News 66-101	Br/E 31448	8	December 23	Warner-Pathe Distributors Ltd.	Associated British-Pathe Ltd.
Pathe News 66-102	Br/E 31449	7	December 23	" "	" "
			FOREIGN		
The Last Man on Earth	F 31916	85	December 19	Ranworth Film Services Ltd.	Produzioni La Regina, Rome and American International Inc., New York.
My Sister, My Love	F 31922	96	December 21	Miracle Films Ltd.	Sandrews Film, Stockholm.
The Sunday of Life (Le Dimanche de la Vie)	F 31923	100	December 21	Gala Film Distributors Ltd.	Sofracima and Doxa Film, Paris.
The Eavesdropper	F 31924	99	December 21	" "	Torre Nilsson Producciones, Beunos Aires.
Night Games	F 31925	102	December 21	" "	Sandrews Film, Stockholm.
Not With My Wife You Don't!	F 31929	119	December 22	Warner-Pathe Distributors Ltd.	Warner Bros. Pictures Inc.

Correction:—The registration particulars of the film 'Among Vultures' (F 31524) registered on July 22, 1966 have been corrected to include the additional makers: Atlantisfilm, Rome, and Societe Nouvelle de Cinematographie, Paris.

Stocks and capital expenditure in the distributive and service trades, 1965

THE estimates of stocks and capital expenditure in the accompanying tables are based on figures returned in the annual inquiries into the distributive and service trades which are taken under Section I of the Statistics of Trade Act, 1947. Short term changes in stocks and capital expenditure are estimated from figures given voluntarily each month or quarter by some firms in the distributive and service trades, but many firms, particularly the smaller ones, find it impractical to give information as frequently as each month or quarter. To correct any bias in the short term figures because of under representation of these smaller firms, information is obtained from a representative sample of businesses once a year.

Results

The figures shown in Table 1, except those shown for road haulage contracting and cinemas, theatres, radio, etc., which relate only to incorporated businesses in Great Britain, are estimates for all businesses in the United Kingdom.

Although some trades increased their capital expenditure from their 1964 level, including insurance which had the largest percentage increase at 18 per cent there was an overall decrease (from £687 million in 1964 to £649 million in 1965). In particular catering, retail distribution and road passenger transport showed a fall following a steady expansion in their capital expenditure from 1959. The largest percentage decrease was in sea transport, which fell from £114 million in 1964 to £87 million in 1965. The figures for the property owning sector are omitted from the present analysis because some doubt has emerged about the adequacy of the register at present available and hence about the reliability of the statistics. To remedy this an inquiry is planned to take place in 1967, to check the current register of property companies. The figures for wholesale distribution are also not shown because the results of the large scale inquiry into wholesale distribution in respect of 1965 are not yet available; they will, however, be published in a separate article in the *Board of Trade Journal* early in 1967.

Table 2 contains estimates of stocks in the retail, motor and catering trades. Figures for stocks in the motor and catering trades have not been published annually but it is hoped to do so in the future.

Information was also obtained from businesses about their purchases and sales of land and existing buildings. It is estimated that for the trades covered in Table 1, purchases in 1965 totalled £180 million and sales £67 million.

Scope of the inquiry

Returns made in the inquiry related to 'business units,' that is to say, they generally covered the whole of a business of a firm or group of companies (excluding however any subsidiaries mainly operating overseas). Where a firm or group was engaged in a number of different activities, separate returns for each main activity were required where possible, but if this was not possible, the 'business unit' was classified to the activity relating to its main activity.

Year of return

Firms were asked to make returns in respect of the calendar year 1965, but if this was not their year of account, for a business year ending on any date from April 6, 1965, to April 5, 1966.

Description of the terms used

(1) Stocks are shown at the values adopted for balance sheet purposes; they do not include the stocks of companies mainly operating abroad.

(2) Capital expenditure represents all expenditure charged to the capital asset accounts, including capital items bought on hire purchase and expenditure on the replacement of assets destroyed under circumstances (e.g., fire) which have given rise to an insurance claim. Expenditure on assets for use outside the United Kingdom is excluded and so is expenditure on intangible assets such as goodwill. New building work includes, besides the construction of new buildings, the extension or improvement of old buildings (including fixtures, e.g., lifts and heating systems) and expenditure on site preparation and other civil engineering work. The purchase of newly constructed buildings is also included, and so are architects' and surveyors' fees, legal charges, stamp duties, commission, etc. Expenditure on vehicles includes ships and aircraft as well as motor vehicles and is shown net, that is, after deducting amounts received from vehicles disposed of during the year. Other capital expenditure includes plant and machinery and other capital equipment (e.g., office furniture) and is also shown net.

Table 1. Fixed capital expenditure in certain distributive and service trades 1959-1965

All businesses in the United Kingdom — £ million

Standard Industrial Classification Minimum List H'dng.	Industry	Year	Fixed Capital Expenditure			
			New Building Work	Vehicles	Other	Total
702	Road passenger transport	1959	4·4	19·8	0·9	25·1
		1960	4·3	25·6	1·2	31·1
		1961	4·5	27·9	1·2	33·6
		1962	4·0	30·0	1·1	35·1
		1963	4·8	33·5	1·6	39·9
		1964	5·2	34·1	1·5	40·8
		1965	3·6	33·7	1·3	38·6
703	Road haulage contracting (a)	1959	2·5	21·0	1·5	25·0
		1960	2·8	26·4	1·8	31·0
		1961	5·3	29·0	4·0	38·3
		1962	3·4	22·1	2·2	27·7
		1963	3·7	26·8	2·0	32·5
		1964	4·4	35·3	3·0	42·7
		1965	4·3	38·2	4·0	46·5
704	Sea transport	1959	0·9	160·3	(b)	161·2
		1960	0·6	161·1	(b)	161·7
		1961	0·4	131·8	(b)	132·2
		1962	1·2	105·9	(b)	107·1
		1963	1·9	82·2	(b)	84·1
		1964	1·4	112·9	(b)	114·3
		1965	3·3	84·0	(b)	87·3
820	Retail distribution	1959	62·0	38·5	59·8	160·3
		1960	63·1	40·1	68·9	172·1
		1961	64·5	45·0	86·1	195·6
		1962	70·9	40·9	81·9	193·7
		1963	72·6	44·2	95·3	212·1
		1964	88·4	50·5	108·2	247·1
		1965	81·4	51·3	102·3	235·0
860·1	Insurance	1959	12·1	0·8	1·4	14·3
		1960	18·5	1·0	1·7	21·2
		1961	22·7	1·1	2·1	25·9
		1962	29·9	1·2	2·5	33·6
		1963	22·4	1·2	2·3	25·9
		1964	20·2	1·1	3·6	24·9
		1965	24·7	0·8	3·9	29·4
860.2 (part)	Banking	1959	9·1	0·2	3·2	12·5
		1960	8·6	0·3	3·9	12·8
		1961	12·8	0·3	4·4	17·5
		1962	17·6	0·4	5·7	23·7
		1963	21·9	0·4	6·6	28·9
		1964	25·6	0·4	9·9	35·9
		1965	26·1	0·3	11·2	37·6
860·3 (part)	Building societies and hire purchase finance houses	1959	n.a.	n.a.	n.a.	n.a.
		1960	n.a.	n.a.	n.a.	n.a.
		1961	n.a.	n.a.	n.a.	n.a.
		1962	3·4	2·2	8·1	13·7
		1963	6·4	1·4	7·9	15·7
		1964	8·8	0·9	19·5	29·2
		1965	9·5	1·7	21·7	32·9
881	Cinemas, theatres, radio, etc. (a)	1959	2·8	0·9	19·5	23·3
		1960	3·9	0·7	13·8	18·4
		1961	7·1	0·7	11·6	19·4
		1962	5·7	0·5	11·1	17·3
		1963	4·8	0·7	8·0	13·5
		1964	6·0	1·1	11·8	18·9
		1965	3·5	0·7	13·1	17·3
884	Catering (including registered clubs)	1959	n.a.	n.a.	n.a.	n.a.
		1960	28·8	2·8	12·4	44·0
		1961	33·5	3·2	14·1	50·8
		1962	39·2	3·9	16·9	60·0
		1963	45·1	4·5	19·4	69·0
		1964	57·0	5·9	24·4	87·3
		1965	47·0	6·2	23·8	77·0
887	Motor trades	1959	10·5	4·0	6·1	20·6
		1960	18·2	6·1	6·7	31·0
		1961	19·3	5·8	7·5	32·6
		1962	19·0	9·5	8·0	36·5
		1963	18·3	9·2	9·1	36·6
		1964	23·3	11·8	11·0	46·1
		1965	24·5	11·3	11·9	47·7

(a) Incorporated businesses Great Britain only.
(b) Included under new building work.

(*Table 2 at foot of next page*)

Census of distribution and other services for 1966

Issue of forms; plans for publication

THE FORMS FOR the Census of Distribution covering trade in 1966 will be sent to about 85,000 shopkeepers early next week. (Some co-operative societies have already received theirs.) The Board of Trade ask traders to deal with them straight away wherever they can: prompt returns increase the value of the results by enabling them to be published earlier; they also reduce the cost of the census. The information given will be treated in strict confidence and will be seen only by staff of the Statistics Division of the Board of Trade.

The census is being taken under the Statistics of Trade Act, 1947, and is the fourth such census in Great Britain. Those of 1950 and 1961 included all establishments in their field; that of 1966, like that of 1957, is on a sample basis. It covers mainly retailing, shoe repairing, hairdressing, laundering and dry cleaning. Radio and television relay services are included for the first time.

Purpose of the census

The census will give up-to-date information on the structure of retail trade. It will provide a new base for various series of short-period statistics (monthly, quarterly and annual), e.g. those on consumers' expenditure on different groups of commodities, the volume of retail sales, consumer credit, stockbuilding and capital expenditure by retailers. All these help to measure the intensity of the demands made on the country's economic resources. Many of the series are estimates from sample inquiries. The census gives them an accurate 'benchmark' for one year, a measure of the relative importance of different sections of retail trade and hence 'weights' for combining detailed series into index numbers of sales, stocks etc., and finally a framework for choosing the samples.

For the first time the census includes questions about transport costs, which were also asked in the 1963 census of production and the 1965 inquiry into wholesaling. The information will indicate how important transport costs are in retailing and help to show how the country's transport resources are used. The new information on floor space will assist in the planning of new shopping centres as well as in studies of retailing efficiency.

In fact the census serves not only the government but also the research needs of the National Economic Development Council and its committees, of universities and economic research institutes, of market researchers and not least, of retailers themselves.

The present sample census is designed to give adequate information for Great Britain as a whole and some limited estimates for standard regions. It cannot give comprehensive data for all individual towns; where a whole town or district has been included in the sample, however, unpublished statistics will be available.

Publication of results

First results of the census are expected to be published in the *Board of Trade Journal* towards the end of 1967 or at the beginning of 1968 (depending on when enough returns are received). The final results are to be published in two parts, a **main volume** and a **supplementary volume,** in the course of 1968. Some of the information in these volumes will be anticipated and commented on in articles in this *Journal.*

The information to be collected is of two kinds. Certain basic data are being obtained for every individual *establishment* covered: description of business, total turnover during the year, number of persons working in the business and, for establishments in central shopping areas, floor space. The remaining data concern wages and salaries, trading purchases, stocks, capital expenditure, credit sales, book debts, analysis of turnover by the main classes of goods sold and of services provided and transport costs.* They will be obtained for the *organization* as a whole in the case of multiple businesses having ten or more shops, co-operative societies, mail order businesses, radio and television relay organizations and laundries and dry cleaners. (E.g. a firm with a chain of 20 shops will give these particulars for all their shops combined.) Other businesses are represented in the sample only by individual establishments, so in their case all the information has to be collected for the separate establishments so included. (E.g. if a firm has five shops, of which only one is in a sample area and one is included in the census individually because of its large size, then data are needed for each of these two shops but not for the other three.) Nevertheless the term 'organization tables' is used for the tables containing this group of data.

The list below outlines the main kinds of analysis intended for the retail field. (Summary tables on similar lines are intended for the service trades covered.) It is not a list of tables to be prepared; there will be some regrouping for those. But the items are numbered for ease of reference. All are for Great Britain as a whole unless otherwise stated.

About 25 different kinds of business will be distinguished, but a few tables (e.g. those for regions) have to be limited to 7 broad groups, usually to avoid excessive sampling errors.

Analysis by 'form of organization' means a distinction between co-operative societies, multiples (organizations with 10 or more shops) and independents (the remainder).

Main volume – establishment tables

1. Totals (establishments, turnover, persons engaged) by form of organization by kind of business
2. Size analysis according to turnover, for each kind of business
3. Totals by form of organization by kind of business (broad groups), for standard regions

Main volume – organization tables

4. Totals (organizations, establishments, turnover, purchases, stocks, gross margin and capital expenditure) by kind of business by form of organization
5. Totals for large enterprises by kind of business (broad groups) by size according to turnover
6. Totals for independent retailers by membership of voluntary buying groups
7. Persons engaged and wages and salaries by kind of business by form of organization
8. Analysis of turnover by (group of) commodity or service supplied, separately by form of organization and by kind of business
9. Instalment credit trade by kind of business by form of organization
10. Book debts by kind of business by form of organization
11. Automatic machine trading

* These questions are not being asked of very small businesses, and in somewhat reduced detail of those of medium size.

STOCKS, *continued*

Table 2. Stocks in the retail, motor and catering trades

All businesses in the United Kingdom £ million

Standard Industrial Classification Minimum List Heading	Industry	Year	Level of stocks at December 31	Change over a Year Earlier
820	Retail distribution	1959	949	
		1960		+44
		1961		+61
		1962		+45
		1963		+63
		1964		+90
		1965		+66
884	Catering trades (a)	1964	68	
		1965		+ 7
887	Motor trades	1962	247	
		1963		+17
		1964		+48
		1965		+40

(a) Excludes those brewery companies whose stocks for their public houses are reported in the Census of Production. Also excludes Registered Clubs.

Supplementary volume

The tables in the supplementary volume will be based partly on the main census returns and partly on further data to be obtained after the census from samples of shops on the census register.

12. Self-service trading
13. Mail order trading
14. Mobile shops of co-operative societies and multiple retailers
15. Goods vehicles used and transport costs (distinguishing costs of running the trader's own vehicles and payments made for carriage by other organizations)
16. Floor space of shops in central shopping areas
17. Sampling errors of the published estimates

Unpublished analyses

Some additional analyses, or analyses in more detail than the published tables, will be available in the Census Office but will not be published because they are not of sufficient general interest or involve too large sampling errors. Among them are likely to be:

18. Size analysis of establishments according to number of persons engaged, for each kind of business
19. Cross-analysis of kind of business by form of organization where the published tables only give them separately
20. Further floor space data, including some for a limited number of individual shopping centres

Copies of these can be supplied, and further analyses undertaken, against repayment of cost, within the limits of available resources. What can be given is of course subject to the strict rules against disclosure of information relating to individual undertakings. On this occasion the limitations of the sample also have to be kept in mind; the Board is willing to give advice on that. (See also the *Note on the census sample* below.)

It would be helpful, and reduce costs, if any requests for additional or otherwise unpublished analyses could be made as early as possible. They can then be taken into account while the computer processing of the data for publication is planned. They should be addressed to the Chief Statistician, Board of Trade Census Office, Lime Grove, Eastcote, Ruislip, Middlesex (Tel. Pinner 8771, Ext. 121) from whom specimen copies of the census form and other information about the census may also be obtained.

NOTE ON THE CENSUS SAMPLE

Groups of traders covered in full

(a) Whole organizations:
- Co-operative societies.
- Multiple retailers and shoe repairers with 10 or more establishments.
- Mail order businesses.
- Radio and television relay firms with 500 or more subscribers.
- Automatic vending machine operators.
- Laundries, launderettes and dry cleaners.

(b) Individual establishments:
- Large independents, viz., retail establishments not belonging to a co-operative society or to a multiple retailer (having 10 or more establishments), with a turnover in 1961 of more than £50,000 (more than £20,000 for booksellers/stationers and off-licences).
- Credit traders calling on customers.

The sample field

Only a sample of the remainder will be covered, viz.:
- Small independent retail establishments.
- Independent shoe repair establishments.
- Hairdressing establishments.

All data in this field will be collected for individual establishments included in the sample.

Holders of open stalls and other itinerant traders (other than mobile shops operating from fixed premises) will not be included in this census.

The remainder of this note deals with the sample field only. The sample is a **sample of areas,** i.e., it consists of establishments in the sample field which are situated in the areas selected for the sample.

Some areas have been enumerated in full, i.e., all shops there have been listed. In some of these areas all the shops listed are being asked for a return; in other areas only a sample* of these shops are being asked. (For details see below.)

Greater London (GLC area)

Central London† has been enumerated in full; a sample of the shops listed is being covered.

Thirty-three out of 76 other shopping centres (mostly defined at the 1961 Census of Distribution) have been enumerated in full and all shops there are being covered.

The remainder is being covered by a sample of the wards or remainders of wards existing in 1961, stratified by inner/outer, 'shopping' or mixed/'non-shopping'. About one in 20 wards (i.e. 41 out of some 800) have been selected systematically, with a random start within each stratum.

Six wards where major shopping development has taken place since 1961 have been enumerated in full and all shops listed are being covered.

Large towns

Sixty large towns‡ are being covered by a sample of streets.

* A systematic sample of one in five establishments in the sample field, with a random starting point in each area.

† An approximation in terms of whole wards (existing in 1961) to the Central Area used in the Census of Population.

‡ These towns are listed in the *Board of Trade Journal* of November 19, 1965, pages 1232 and 1233. They were selected by their estimated mid-1964 home population as follows for the various Standard Regions:

North Western	120,000 or more
Yorkshire and Humberside, South Eastern (excluding Greater London), West Midland and Scotland	100,000 or more
Northern, East Midland, East Anglia and South Western	75,000 or more
Wales	50,000 or more

Any street containing more than 20 small independent shops in 1961 has been divided into segments containing between 10 and 20 such shops.

Within any one town these streets or segments have been sampled systematically with a random start for each of the following four strata: shopping centre(s), and of the remainder those with 0, 1-4 and 5-20 establishments recorded in 1961 and then belonging to small independents.

Street segments where major shopping development has taken place since 1961 and new streets are being covered in full; in covered markets holders of lockable shops and stalls have been listed and a sample of them is being covered.

Special areas

Thirty-two special areas where there has been rapid development since 1961 have been enumerated in full and a sample of the shops listed there is being covered. Twenty-nine of these areas are whole local authority areas and three are parts of Scottish Districts of County.‖

Local authority area sample

The remainder of Great Britain consists of 1,687 local authority areas§ of which 168 have been selected as a sample.‖ In each area selected all shops are being covered.

The sample was stratified by standard regions (excluding the Greater London Council Area) and their sub-divisions into conurbations and remainders as well as the Outer Metropolitan Area; urban and rural areas; total retail turnover in 1961; for rural districts/districts of county only, the proportion of economically active males at the 1961 population census in the agricultural socio-economic groups; percentage population change 1961-64; and occasionally the 'shopping town' index of the proportion of food shops in total 1961 turnover.¶

Within each stratum areas were selected systematically in order of the characteristic indicated, with a random start.

§ Actually 1,685 whole local authority areas, two of which have been combined for sampling purposes, and the remainders of the three Scottish Districts of County, parts of which have been made special areas.

‖ The areas are listed in the *Board of Trade Journal* of November 19, 1965, pages 1232 and 1233.

¶ A low proportion of total turnover in food shops, i.e. a high proportion in non-food shops, suggests that the town acts as a shopping centre for many people living elsewhere.

Estimates from the sample

Estimates of the population values will be made from the sample by the ratio method, using the data from the (full) census of 1961 as supplementary information in order to reduce the errors due to the element of chance in sampling.

Supplementary inquiries

Some of the information needed will be collected in supplementary inquiries after the main returns have come in.

E.g., for co-operative societies and multiple retailers the floor space information will only be wanted for certain branches; these must be selected from the branch lists on the main forms.

A sub-sample of the small independents will be selected from the returns received and asked for figures on transport costs similar to those on the main forms for large firms (though in slightly less detail).

Overseas Trade and Exports

Information for exporters

Brief details are given below of some of the Calls for Tender reported in recent issues of the **Export Service Bulletin.**†

For further information contact Export Services Branch, Board of Trade, Hillgate House, 35 Old Bailey, London, E.C.4. (Tel. City 5757, Ext. 404 and 406. Telex 25977 AB: Bothillgate, Ldn.) Quote country, commodity and E.S.B. reference number. The date given is the closing date and refers to the current year unless otherwise indicated. An asterisk implies that tender documents are available on loan. The number in brackets is that of the Bulletin in which the inquiry appeared. Copies of these Bulletins may be obtained from the address above at 2s. each. Remittance with order, please.

ARGENTINA

(249/66) Consultancy Service for Direccion General de Fabricaciones Militares. May 10. E.S.B. 47794/66.

AUSTRALIA

The Victorian Railways:

(248/66) Fork Lift Trucks. January 11. E.S.B. 47177/66.*

(248/66) Mobile Crane. January 11. E.S.B. 47176/66.*

BURMA

(248/66) Clothing and Cutlery for Defence Department. January 20. E.S.B. 47448/66.*

Myanma Export Import Corporation:

(248/66) Electric Fittings and Lamps. January 16. E.S.B. 47145/66.*

(248/66) Vehicles. March 10. E.S.B. 47413/66.*

(248/66) Pumps. February 28. E.S.B. 47455/66.*

(248/66) Garage Equipment. February 28. E.S.B. 47458/66.*

(248/66) Dry Cells. January 16. E.S.B. 47136/66.*

(249/66) Petrol Filling Pump. February 28. E.S.B. 47456/66.*

(249/66) Injection Test Pump. March 10. E.S.B. 47415/66.*

(248/66) Meters and Testers for People's Electro-Mechanical Services. January 12. E.S.B. 47449/66.*

People's Oil Industry:

(248/66) Vehicles, Aviation Service. March 10. E.S.B. 47414/66.*

(248/66) Double Wheel Grinder. February 28. E.S.B. 47457/66.*

Public Works Corporation:

(248/66) Passenger Lift. January 11. E.S.B. 47412/66.*

(248/66) Outboard Motors. January 23. E.S.B. 47445/66.*

(248/66) Turbo-Blowers. January 23. E.S.B. 47446/66.*

(248/66) Dumpers. January 23. E.S.B. 47447/66.*

Union of Burma Railway Board:

(248/66) Signalling Equipment. January 23. E.S.B. 47417/66.

(248/66) Wire. January 16. E.S.B. 47137/66.*

(248/66) Electrical Materials; Telecommunications Equipment. January 16. E.S.B. 47138/66.*

(248/66) Enamelled Wire. January 16. E.S.B. 47139/66.*

(248/66) Machine Tools. January 16. E.S.B. 47140/66.*

(248/66) Carbon Tool Steel. January 19. E.S.B. 47144/66.*

(248/66) Powered Rail Trolleys. January 19. E.S.B. 47146/66.*

(248/66) Workshop Equipment. January 16. E.S.B. 47141/66.*

(248/66) Steel and Steel Wire. January 16. E.S.B. 47142/66.*

(248/66) Metal Shapes. January 19. E.S.B. 47143/66.*

(248/66) Drilling Swivels for Rural Water Supply Project. January 14. E.S.B. 47440/66.*

State Timber Board:

(248/66) Boilers. January 16. E.S.B. 47459/66.*

(248/66) Alternators and Equipment. January 16. E.S.B. 47460/66.*

(248/66) Structural Steel Works. January 16. E.S.B. 47461/66.*

CEYLON

(248/66) Construction of Apartments for Ministry of Labour, Employment and Housing. (Further Information.) E.S.B. 46201/66.*

(248/66) Glass for Ceylon Transport Board. (Further Information.) E.S.B. 46254/66.*

(248/66) Aluminium Sulphate for Eastern Paper Mills. (Further Information.) E.S.B. 46801/66.*

(248/66) Chemicals: Textile Accessories for Rural Development and Small Industries. February 28. E.S.B. 46802/66.*

COLOMBIA

(248/66) Electrical Equipment and Tools for Electrificadora de Antioquia. January 17. E.S.B. 47709/66.

FORMOSA

Central Trust of China:

(248/66 Hose. January 12. E.S.B. 47165/66.*

(248/66) Oxygen and Acetylene Manifolds. January 12. E.S.B. 47172/66.*

FRANCE

(248/66) Test Equipment for S.H.A.P.E. January 15. E.S.B. 47121/66.*

GERMANY, FEDERAL REPUBLIC OF

(248/66) Stationery Sundries for Joint P. and C. Office, Headquarters Northag. February 6. E.S.B. 47100/66.*

HONG KONG

Tender Board, Hong Kong Government Stores Dept.:

(248/66) Steel Sheets and Plates. January 20. E.S.B. 47184/66.*

(248/66) Air and Sluice Valves. January 27. E.S.B. 47098/66.*

INDIA

Atomic Energy Establishment:

(250/66) Guillotine Shear. January 11. E.S.B. 47768/66.

(250/66) Interphase Controller Unit. January 16. E.S.B. 47776/66.

(250/66) Tube Expanders. January 17. E.S.B. 47800/66.

(250/66) Electrical Laboratory Instruments. January 16. E.S.B. 47778/66.

(250/66) Voltage Divider. January 18. E.S.B. 47785/66.

(250/66) Carbon Analyser. January 17. E.S.B. 47780/66.

(250/66) Inconel Alloy Tubing. January 17. E.S.B. 47782/66.

(249/66) Pillow Blocks and Bearings for Beas Purchase Organization. February 8. E.S.B. 47489/66.*

Bharat Heavy Electricals Ltd.

(250/66) Horizontal D. C. Motors. January 20. E.S.B. 47495/66.

(250/66) Induction Motors. January 23. E.S.B. 47496/66.

(248/66) Lead for Controller of Stores and Purchase. January 17. E.S.B. 47424/66.*

(249/66) Lifts for Government of Andhra Pradesh. January 16. E.S.B. 47487/66.

(250/66) Aluminium Ingots and **Steel Rods** for Koyna Hydro-Electric Project. (Further Information.) Tender documents now available. E.S.B. 46129/66.*

(248/66) Electrical Hardware for Madras State Electricity Board. February 3. E.S.B. 47182/66.*

Final acceptance test being run at the Bedford works of Fords (Finsbury) Ltd., a TI company, on a beer bottle capsuling machine for East Germany. It is one of four which comprise part of a £90,000 order.

(249/66) Switchgear Control Panels for Madhya Pradesh Electricity Board. (Further Information). E.S.B. 42857/66.*

South Eastern Railway, Calcutta:

(249/66) Load Deflection Testing Machine. January 20. E.S.B. 47420/66.

(249/66) Coiling Machine. January 24. E.S.B. 47421/66.

(249/66) Tyre Retaining Ring Rolling Machine. January 30. E.S.B. 47422/66.

(249/66) Cambering Machine. January 30. E.S.B. 47423/66.

IRAN

Iranian Tobacco Monopoly:

(248/66) Cigarette Paper. February 25. E.S.B. 47425/66.*

(249/66) Aluminium Foil. February 28. E.S.B. 47426/66.*

IRAQ

(248/66) Printing Equipment for Central Foreign Purchasing Board. February 12. E.S.B. 47437/66.

(248/66) Pipeline Insulation Materials for Government Oil Refineries Administration. January 17. E.S.B. 47434/66.*

(248/66) Marine Paints for Iraqi Ports Administration. March 2. E.S.B. 47435/66.

(248/66) Mountain Warfare Suits for Ministry of Defence. January 28. Specification available. E.S.B. 46876/66.*

(248/66) Power House Construction and Equipment for Ministry of Municipalities and Works. (Further Information.) Tender documents now available. E.S.B. 45638/66.*

IRISH REPUBLIC

(248/66) Prefabricated School for Office of Public Works. January 12. E.S.B. 47193/66.

(250/66) Miscellaneous Stores for Coras Iompar Eireann. January 11. E.S.B. 47901/66.

JAMAICA

(249/66) Telephone and Telex Exchange Equipment for Jamaica Telephone Co. Ltd. (Closing date not known.) E.S.B. 47734/66.

JAPAN

(248/66) Spillway Equipment for Electric Power Development Co. Ltd. February 3. E.S.B. 47410/66.

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† **The Export Service Bulletin,** a 'must' for exporters, is published daily from Monday to Friday. A week's issues may contain as many as 500 calls for tender in addition to numerous inquiries from foreign firms for British goods, offers to represent British companies in overseas markets, reports on foreign markets for selected products, etc. Each quarter an issue entitled, 'World Economic Comments', summarizes the economic conditions in more than 100 countries. Special supplements devoted to particular countries are also published from time to time. A year's subscription, which will bring you all the issues, costs *only* £10 10s.

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JORDAN

(248/66) Irrigation Plant and Equipment for National Resources Authority. (Further Information.) Tender documents now available. E.S.B. 44847/66.*

LEBANON

(249/66) Short-Wave Transmitter for Le Directeur des Adjustications Publiques. March 17. E.S.B. 47708/66.*

MALAYSIA

(248/66) Water Meter Spare Parts for Public Works Department. February 3. E.S.B. 47462/66.*

Royal Malaysia Police:

(249/66) Canvas Cotton. January 18. E.S.B. 47486/66.*

(249/66) Drill Cloth. January 18. E.S.B. 47737/66.*

(249/66) Rucksacks. January 18. E.S.B. 47739/66.*

(249/66) Khaki Drill Cloth. January 18. E.S.B. 47740/66.*

MALTA

(248/66) Steel Framed Building for Directorate of Contracts. January 11. E.S.B. 47463/66.*

(248/66) Milk Bottles for Treasury. January 11. E.S.B. 47148/66.*

NEW ZEALAND

General Post Office:

(248/66) Switchboard Wire. February 3. E.S.B. 47170/66.*

(249/66) Torches. February 1. E.S.B. 47723/66.*

(249/66) Transistors. January 30. E.S.B. 47724/66.*

(250/66) Locks. February 2. E.S.B. 47789/66.*

PAKISTAN

Directorate of Supply:

(248/66) Laboratory Equipment. January 23. E.S.B. 47479/66.*

(249/66) Electrical Laboratory Equipment. (Further Information.) January 31. E.S.B. 2633/66.*

PHILIPPINES

(249/66) Water Works Equipment for National Waterworks and Sewerage Authority. January 20. E.S.B. 47472/66.*

SAUDI ARABIA

(248/66) Office Furniture for Ministry of Agriculture. January 31. E.S.B. 47450/66.

(249/66) Fire Extinguishers for Ministry of Communications. January 25. E.S.B. 47733/66.

SINGAPORE, REPUBLIC OF

Housing and Development Board:

(248/66) Lift Plant. (Further Information.) Tender documents now available. E.S.B. 46866/66.*

(250/66) Lift Plant. (Further Information.) Tender documents now available. E.S.B. 46865/66.*

SOUTH AFRICA

Cape Provincial Tender Board:

(248/66) Air Compressors. January 20. E.S.B. 47131/66.*

(248/66) Soil Compactors. January 27. E.S.B. 47134/66.*

(248/66) Compressors. January 20. E.S.B. 47132/66.*

(248/66) Vibrators. January 27. E.S.B. 47133/66.*

(250/66) Brass Plates for State Tender Board. January 16. E.S.B. 47706/66.*

SUDAN

(248/66) Water Treatment Plant and Equipment for Department of Agriculture. January 18. E.S.B. 47193/66.*

Sudan Railways:

(248/66) Overhead Cranes. January 30. E.S.B. 47198/66.*

(248/66) Electrical Fittings. January 23. E.S.B. 47197/66.*

SYRIAN ARAB REPUBLIC

(248/66) Overhead Lines Equipment for Syrian Electricity Authority. January 28. E.S.B. 47453/66.*

TRINIDAD AND TOBAGO

Trinidad and Tobago Electricity Commission:

(248/66) Insulators. January 18. E.S.B. 47190/66.*

(248/66) Underground Cable. January 18. E.S.B. 47407/66.*

TURKEY

(250/66) Insulators and Bushings for Iller Bankasi. February 1. E.S.B. 47795/66.*

UNITED ARAB REPUBLIC (EGYPT)

Egyptian Railways:

(248/66) Glue. January 21. E.S.B. 47439/66.

(248/66) Axles. January 18. E.S.B. 47438/66.

(250/66) Spiral Welded Tube Equipment for El Nasr Steel Pipes and Fittings Co. (Further Information.) Closing date postponed to January 26. E.S.B. 38548/66.*

URUGUAY

(249/66) Printing Machinery Equipment for Banco de la Republica Oriental. January 18. E.S.B. 47790/66.*

(248/66) Fertilizer Plant for State Petroleum Board. (Further Information.) E.S.B. 33138/66.*

YUGOSLAVIA

(248/66) Power Station Project for Termoelektrana Sostanj. January 18. E.S.B. 47408/66.

ZAMBIA

Central Supply and Tender Board:

(248/66) Textiles. January 13. E.S.B. 47179/66.*

(248/66 Suture Needles. January 13. E.S.B. 47180/66.*

(248/66) Surgical and Hospital Supplies. January 13. E.S.B. 47194/66.*

Agency and export opportunities, market surveys, etc.

Brief details are given below of some of the inquiries for British goods, offers to represent British principals, market reports etc., published in recent issues of the **Export Service Bulletin.†**

Further information about these and copies of the Bulletins in which they appeared may be obtained from Export Services Branch, Board of Trade, Hillgate House, 35 Old Bailey, London, E.C.4. (Tel. City 5757, Ext. 427, Telex 25977, AB: Bothillgate, Ldn.) at 2s. per copy. Remittance with order, please. Please quote the number in brackets, the country and commodity in all inquiries.

Algeria
(248/66) Inquiry for chemical manufacturing plant. E.S.B. 47232/66.

Australia
(250/66) Agency inquiry for electric hammers, fixing devices. E.S.B. 45860/66.

Bahrain
(250/66) Inquiry for baby products; cosmetics; surgical dressings and apparatus; pharmaceuticals. E.S.B. 47605/66.

British Honduras
249/66) Inquiry for battery manufacturing plant and materials. E.S.B. 47304/66.

Burma
(249/66) Inquiry for pile driving hammer. E.S.B. 47582/66.

Canada
(248/66) Agency inquiry for electronic components. E.S.B. 47302/66.
(248/66) Agency inquiry for electronic equipment; TV equipment. E.S.B. 36521/66.
(249/66) Agency inquiry for resin cloth. E.S.B. 22488/66.
(249/66) Inquiry for haberdashery; housewares. E.S.B. 47381/66.
(249/66) Inquiry for leather goods. E.S.B. 47257/66.

† For further details on the Export Service Bulletin see page 1636.

Chile
(248/66) Market report on the 'free' zones in Chile. E.S.B. 41238/66.

Congo Republic
(250/66) Inquiry for closed circuit television. E.S.B. 47344/66.

Finland
(249/66) Agency inquiry for carpets. E.S.B. 47574/66.

Formosa
(248/66) Inquiry for pharmaceutical specialties. E.S.B. 47288/66.

France
(249/66) Agency inquiry for pewterware. E.S.B. 47641/66.
(249/66) Tariff classification inquiries.

Germany, Federal Republic of
(248/66) Agency inquiry for sprinkler nozzles; control valves. E.S.B. 47521/66.
(249/66) Agency inquiry for scientific instruments. E.S.B. 47397/66.
(248/66) Inquiry for furniture fittings. E.S.B. 47507/66.
(250/66) Inquiry for clothing fabrics. E.S.B. 47256/66.

Hong Kong
(249/66) Inquiry for building materials. E.S.B. 47585/66.

India
(250/66) Inquiry for bucket wheel excavator.
Inquiry for mobile conveyor on crawler. E.S.B. 47584/66.

Irish Republic
(249/66) Surgical trade exhibition. E.S.B. 44379/66.

Israel
(248/66) Agency inquiry for chemicals. E.S.B. 22747/66.
(248/66) Inquiry for hydraulic press. E.S.B. 47504/66.
(250/66) Inquiry for liquid filling and sealing machine. E.S.B. 47586/66.

Italy
(248/66) Agency inquiry for agricultural equipment and machinery. E.S.B. 37351/66.
(249/66) Agency inquiry for clothing; proofed textiles; suitings. E.S.B. 47577/66.
(249/66) Agency inquiry for patent medicines; pharmaceutical products. E.S.B. 47656/66.
(250/66) Agency inquiry for catering equipment; confectionery; spirits and liqueurs. E.S.B. 47676/66.
(248/66) Inquiry for chemicals; rubber gloves; tallow. E.S.B. 47508/66.

Italy/Iraq
(249/66) Trade Agreement. C.R.E. 2498G.

Jamaica
(250/66) Agency inquiry for chemicals; pharmaceutical supplies; surgical dressings. E.S.B. 47607/66.
(250/66) Inquiry for film; process copiers. E.S.B. 45759/66.

Japan
(249/66) Seventh International Trade Fair, Tokyo. E.S.B. 47859/66.

Jordan
(249/66) Agency inquiry for piece goods. E.S.B. 47516/66.

Kenya
(250/66) Inquiry for confectionery plant. E.S.B. 45938/66.

Malaysia
(250/66) Inquiry for inboard marine engines. E.S.B. 47049/66.

Netherlands
(249/66) Agency inquiry for trousers. E.S.B. 47573/66.
(249/66) Inquiry for valves. E.S.B. 47517/66.

Pakistan
(249/66) Agency inquiry for heavy electrical equipment; metals; pumps and compressors; railway plant and equipment; rolling stock. E.S.B. 47575/66.

Poland
(249/66) Manufacture under licence – pharmaceutical products; textile industrial supplies. E.S.B. 47382/66.

Saudi Arabia
(249/66) Inquiry for pumps. E.S.B. 47400/66.

South Africa
(250/66) Agency inquiry for foodstuffs. E.S.B. 47597/66.

Sweden
(249/66) Agency inquiry for bag frames. E.S.B. 32626/66.

Switzerland
(249/66) Agency inquiry for clothing; consumer goods. E.S.B. 47635/66.
(248/66) Inquiry for gloves; socks. E.S.B. 47392/66.

Thailand
(250/66) Inquiry for contractors plant and equipment. E.S.B. 47606/66.

Turkey
(249/66) Inquiry for seed cleaning, sorting, fumigating and packing plant. E.S.B. 47272/66.

United States of America
(248/66) Inquiry for games; novelties; stationery items. E.S.B. 47289/66.
(248/66) Manufacture under licence – children's coats. E.S.B. 43688/66.
(249/66) Inquiry for belting; hydraulic hose and fittings; industrial rubber products. E.S.B. 47365/66.
(249/66) Inquiry for gramophone tone arms and cartridges. E.S.B. 47544/66.

Zambia
(249/66) Hotel accommodation, Lusaka.

Tariff, Customs and Import Regulations in overseas countries

REGISTERED TRADE MARK (RTM) GOODS IN OVERSEAS TARIFF LISTS

The Lists of Tariff, Customs and Import regulations changes in overseas countries published in this section of the Journal *sometimes contain words which are registered trade marks in the United Kingdom. So far as is practicable, all lists of goods are checked before publication from this point of view.*

Items which fall into this category will now be preceded by the letters 'r t m'. Readers of the Journal *should note that this prefix signifies that the words are registered as trade marks in the United Kingdom, but that in the present context they are assumed to refer generally to products of the description stated in brackets.*

While every attempt will be made to ensure that the scrutiny is complete, the lists may contain other words which are registered as trade marks in the United Kingdom or in other countries but which it has not been possible to identify.

FRANCE

Liberalization of imports

THE FRENCH *Journal Officiel* of December 8 announced that the following tariff items covering goods subject to quantitative restrictions in France and imported from the former OEEC countries, the United States and Canada should be deleted from List 1.

Tariff No.	Description
Ex 07.01	Vegetables fresh or chilled:
Ex N	Olives and capers
I	Olives.
Ex 07.02	Vegetables whether or not cooked, preserved by freezing:
B	Olives.
Ex 07.04	Dried, dehydrated or evaporated vegetables, whole, cut, sliced, broken or in powder, but not further prepared:
Ex B	Other:
III	Olives.
Ex 15.07	Fixed vegetable oils, fluid or solid, crude, refined or purified:
Ex B	Other:
Ex 1	For technical or industrial use other than for the food industry:
Ex b	Not specified:
Ex 1	Crude oils:
Ex bb	Other:
y	Olive oil:
Ex 1	Other:
y	Olive oil.

The full French text of this notice may been seen at the Export Services Branch, Board of Trade, Room E13, Hillgate House, 35 Old Bailey, London, E.C.4. (Tel: City 5757, Ext. 479/480).

EUROPEAN ECONOMIC COMMUNITY

Translations of EEC and EURATOM Regulations

THE FOLLOWING further translations of EEC and EURATOM Regulations are now available from HMSO, 49 High Holborn, London, W.C.1, and branches. To obtain copies of these Regulations by post, orders and remittances, including postage, should be addressed to HMSO, PO Box 569, Cornwall House, London, S.E.1.

Regulation	Description	Price
52/66	Amending the percentage factors to be applied in adjustment of officials' remuneration and pensions	8d. (11d.)
63/66	Increasing the additional amount of levy on liquid or frozen egg yolks and on dried egg yolks	5d. (8d.)
64/66	Increasing the additional amounts of levy on slaughtered hens and chickens and on halves and quarters of hens and chickens	5d. (8d.)
66/66	Fixing an additional amount of levy on slaughtered ducks and on halves and quarters of ducks	5d. (8d.)
71/66	Amending the Annex to Regulation No. 161/64 concerning the world price for frozen meat	5d. (8d.)
72/66	Continuing the period of application of the Commission's Regulation No. 40/66 dated April 6, 1966, fixing the maximum amount of refunds applicable to exports to third countries of frozen beef and veal which have not been the subject of intervention measures	5d. (8d.)
73/66	Continuing the period of application of the Council's Regulation No. 130/65 on the granting of a refund to producers in respect of maize, groats and meal used in the brewing industry	5d. (8d.)
74/66	On special measures concerning the refund of exports of malt to Member States	5d. (8d.)
4/66 EURATOM	Amending the Regulation on the levy of the Community Tax	8d. (11d.)

TURKEY

Customs duty exemption of certain agricultural pesticides

A MINISTRY OF AGRICULTURE communiqué published in the Turkish *Official Gazette* of November 17, 1966, included a list of agricultural pesticides which are exempt from customs duties.

A translation of the list may be seen at Export Services Branch (Tariff Section), Board of Trade, Room E53, Hillgate House, 35 Old Bailey, London, E.C.4. (Tel. City 5757, Ext. 460 or 462).

EXPORT INFORMATION CENTRE

The Export Information Centre of the Board of Trade's Export Services Branch is at 50 Ludgate Hill, London, one minute's walk from St. Paul's. It provides traders with a street-level inquiry point where they can find what services are available for dealing with export problems. The centre is open from 9.30 a.m. to 5.30 p.m.

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MALAYSIA

Tariff Advisory Board

THE MALAYSIAN GOVERNMENT have announced the dates of Tariff Advisory Board hearings as follows:

In Kuala Lumpur (all at 10 a.m.)
Tyres and tubes, January 23, 1967.
Cigarettes, January 24, 1967.
Samsoo and other spirituous beverages, January 25, 1967.
Travelling rugs and blankets, January 26, 1967.
Solid fuel in tablet form, January 27, 1967.

In Kuching (Sarawak)
All above commodities, January 30 and 31, 1967.

In Jesselton (Sabah)
All above commodities, February 2, 1967.

An announcement that these items would be included in a further series of Tariff Advisory Board hearings appeared in the *Board of Trade Journal*, dated October 28, 1966, page 1085.

SINGAPORE

Pioneer Industries Ordinance

THE BOARD OF TRADE have been informed by cable that the Singapore Government has announced that, subject to representation made in writing to the Minister of Finance before January 16, 1967, it is proposed to declare the following industries and products to be Pioneer Industries and Pioneer Products under the Pioneer Industries (Relief from Income Tax) Ordinance, 1959:

Industries	*Products*
Electrical apparatus	Electrical motors, all types
Metal working	Metal slotted angles
Solvent extraction of vegetable oil	(1) Extracted meal (excluding copra meal) (2) Maize products

This notice means that the Minister of Finance is satisfied that the establishment and development of these industries in Singapore should be encouraged. Firms to which Pioneer Certificates are granted will enjoy the benefit of exemption from Singapore income tax for a period of from two to five years, depending on the amount of capital invested in Singapore.

Further inquiries about the Pioneer Industries legislation may be made to Commercial Relations and Exports Department, Board of Trade, 1 Victoria Street, London, S.W.1 (Tel. Abbey 7877, Ext. 2273), quoting reference CRE 6197/4/G.

Budget 1967

DETAILS have been received of the Budget Statement made by the Singapore Minister for Finance on December 5, 1966.

Total revenue for 1967 is estimated at M$590.5 million and total expenditure at M$590.2 million, including transfer of M$30 million to the Development Fund. The public sector development programme for 1967 will amount to M$411 million.

To provide jobs for existing unemployed and school-leavers, the Singapore Government has announced new tax concessions to encourage the setting up of export orientated industries and to attract investment in Singapore. Measures are also to be introduced to increase industrial training and productivity.

Revenue from most of the major taxes is expected to increase next year. Driving licence fees are being increased from M$5 to M$10 p.a., and a new basis for calculating road tax has been introduced. This will prescribe fees according to the cubic centimetre cylinder capacity of the vehicle and not by the horsepower rating as hitherto. The new road tax will be 10 cents per cubic centimetre.

Inquiries about the Budget Statement may be made to Commercial Relations and Exports Department, Board of Trade, Room 335, 1 Victoria Street, London, S.W.1 (Tel. Abbey 7877, Ext. 2143), quoting reference CRE/2402/66.

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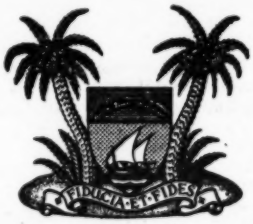

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AUSTRALIA

Tariff Board inquiry

THE AUSTRALIAN Minister for Trade and Industry has referred to the Tariff Board inquiry and report the question whether assistance should be accorded the production of **glucose and glucose syrup** (tariff items 17.02.2 and 17.05.900).

This reference is of Departmental origin.

Details of the tariff items under which the above-mentioned goods are dutiable are given below.

Tariff Item	Goods	Rates of Duty	
		General	Preferential
17.02	Other sugars; sugar syrups; artificial honey (whether or not mixed with natural honey); caramel:		
17.02.2	Glucose and glucose syrup:		
17.02.210	Dextrose	$0·15 per lb.	$0·006 per lb.
17.02.290	Other	$0·024 per lb.	$0·015 per lb.
17.05	Flavoured or coloured sugars, syrups and molasses, but not including fruit juices containing added sugar in any proportion:		
17.05.100	*Flavoured or coloured lactose, including lactose syrups	32½%	12½%
17.05.900	Other	$0·024 per lb.	$0·015 per lb.

* Shown for information only; does not form part of the reference.

This matter has been reported by telegraph by HM Minister (Commercial) at Canberra, who has been asked by the Australian authorities to notify them at the earliest possible date if any United Kingdom interests propose to tender evidence. In accordance with normal procedure, notification in this instance should be given to the Australian authorities not later than **January 11, 1967.** Before this date, therefore, United Kingdom Trade Associations or firms intending to submit evidence to the Tariff Board should so advise the Commercial Relations and Exports Department, Board of Trade, 1, Victoria Street, London, S.W.1. quoting reference No. CRE 2427/66.

Special Advisory Authority inquiry result

A NOTICE was published in the *Board of Trade Journal* on November 25, 1966, to the effect that a reference had been made to the Australian Special Advisory Authority in respect of:

normal and iso-butanol, and normal and iso-butyl acetate.

The inquiry has now been held and as a result of the Special Advisory Authority's recommendations temporary additional duties, in the form of support values, have been imposed as follows:

(1) Iso-butyl alcohols and iso-butyl acetates: 90 per cent of the amount by which the landed cost is less than $A310 per ton.

(2) Other butyl alcohol and butyl acetates: 90 per cent of the amount by which the landed cost is less than $A350 per ton.

These new duties do not apply to goods in transit on November 14, 1966. Further details will be published as soon as possible.

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REPUBLIC OF SOUTH AFRICA

Customs tariff changes

GOVERNMENT NOTICE R2002, published in the Republic of South Africa *Government Gazette* of December 9, amends the Republic's customs tariff as follows:

	Tariff Heading	Statistical Unit	Rate of Duty		
			General	Most Favoured Nation	Preferential
	General Note VII By the substitution for General Note VII of the following: " NOTE VII *Sea produce taken by a ship recognized as a ship of South African nationality.* Fish, crustaceans, molluscs, birds and any other marine or other animals of any nature and parts of and products derived or manufactured from such fish, crustaceans, molluscs, birds or animals taken from the sea or taken from any island forming part of the Republic by any ship recognized as a ship of South African nationality in terms of section 64 of the Merchant Shipping Act, 1951 (Act No. 57 of 1951) shall be exempt from customs duty and from such requirements of this Act as the Secretary may decide in each case, when landed in the Republic direct from such ship or when landed from any other ship so recognized subject to the prior permission of the Secretary for transhipment having been obtained and subject to such conditions as he may impose in each case. NOTE VII A *Time of importation of certain goods.* For the purposes of this Act, any ship (excluding a flying boat) built outside the Republic and brought to any place in the Republic under its own power or in any manner except as cargo in any other ship or vehicle, shall be deemed to have been imported into the Republic at the time when such ship acquired recognition as a ship of South African nationality in terms of section 64 of the Merchant Shipping Act, 1951 (Act No. 57 of 1951) or if it acquired such recognition before arrival at any place in the Republic, at the time when such ship first came within the control area of the port authority at the first port of call in the Republic: Provided that this note shall not be construed to apply to any ship so recognized as a ship of South African nationality on the ninth day of December, 1966, for as long as such recognition continues."				
89.01	Ships, boats and other vessels not falling within any of the following headings of this Chapter: By the substitution for sub-heading No. 89.01.40 of the following:				
89.01.40	Trawlers and other deepsea ships and boats of a kind used for the catching of fish, crustaceans and other marine animals (excluding factory ships).	No.	20%		
89.01.90	Other	No.	free		
	By the substitution in sub-heading 89.01.90 for the rate of duty in Col. III of the following		20%		
89.02	Tugs	No.	free		
	By the substitution for the rate of duty in Col. III of the following		20%		

LETTERS TO THE EDITOR

Editorial communications should be addressed to the Editor, Board of Trade Journal, *Room* 127, *Board of Trade,* 1 *Victoria Street, London, S.W.*1 (*Tel. Abbey* 7877, *Ext.* 2653-6), *and not to Her Majesty's Stationery Office.*

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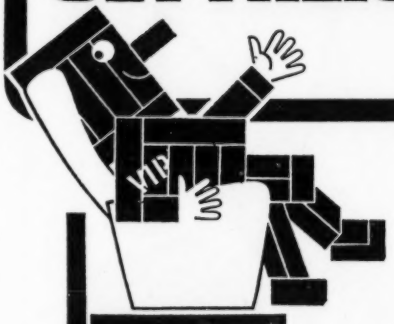

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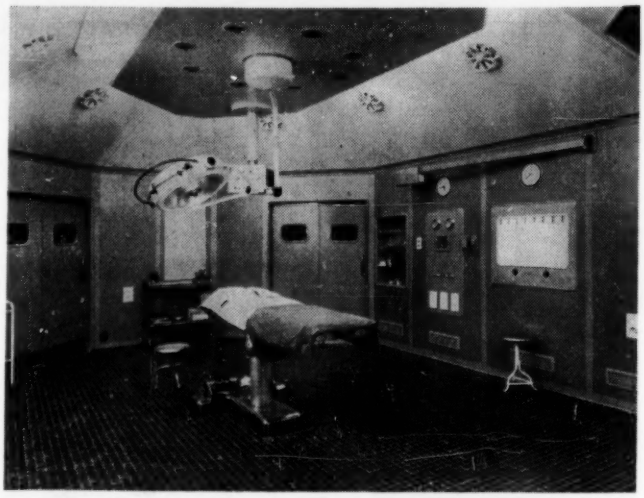

One of the six new Honeywell modular operating theatres in the Clinique General St. Jean, Brussels. All six theatres have positive pressure air-conditioning and built-in instrumentation which allows complete freedom of movement for the surgical staff. On the right-hand wall next to the Honeywell X-ray view screen is the control panel which gives centralized control of the heating and air-conditioning and all theatre lighting. Honeywell installed the theatres through their Brussels agent, Anthony Ballings, SA, who liaised closely with R. W. Valentin, the architect responsible for the hospital's rebuilding programme.

SUDAN

Import restrictions

MODIFICATIONS TO THE import procedures described in the *Board of Trade Journal* of December 9, 1966, have now been announced.

The issue of import licences or registration forms means that foreign currency for the imports concerned has been allocated, and that licence holders need only produce copies of letters or cables to overseas exporters confirming the transaction.

The Bank of Sudan authorities will accept licences provided the operation is completed within 30 days of the date of issue of the licence.

Import licences and registration forms may be submitted to the Ministry of Commerce and Supply at all times regardless of the three-month period mentioned in paragraph 2 of the *Journal* notice of December 9. Clearance of any number of shipments will be allowed during the validity of the licence, and the Ministry will consider extensions of the validity of registration forms if it established that, delivery of the goods under this licence, within the period of validity, is not possible. The Ministry will need to be satisfied with the reasons given in each case.

Holders of registration orders must also submit to the Bank of Sudan within a maximum period of 30 days from the date of issue of the registration form, a copy of a cable or letter to the overseas exporter confirming the transaction.

Proprietors of industries who wish to import industrial raw materials not included in the schedule of 116 goods mentioned in the *Journal* notice of December 9, must submit applications on import licence forms to the Under-Secretary of the Ministry of Industry and Mining, Khartoum, for recommendation. After approval by the Ministry of Industry and Mining, applications will be referred to the Ministry of Commerce and Supply, and if finally approved will not be subjected to the three months' condition referred to in paragraph 2 of the *Journal* notice of December 9.

Inquiries about the above notice should be addressed to Export Services Branch, Board of Trade, Hillgate House, 35 Old Bailey, London, E.C.4. (Tel. City 5757, Ext. 460).

NIGERIA

Firearms prohibition

THE FIREARMS (Amendment) (No. 3) Decree, 1966, published in the Federal Republic of Nigeria *Official Gazette* announces that, with effect from December 1, any shotgun (not being an automatic or semi-automatic shotgun) which is provided with any kind of mechanical reloading device shall be a prohibited firearm for the purposes of the Firearms Act.

Any inquiries relating to this notice should be addressed to the Export Services Branch, Board of Trade, Hillgate House, 35 Old Bailey, London, E.C.4. (Tel. City 5757, Ext. 472).

TRINIDAD AND TOBAGO

Import licensing arrangements

THE List of Exceptions to the Trinidad and Tobago Open General Licence (see *Board of Trade Journal*, November 25, 1966, page 1363), has been further amended by:

(i) the addition of the following new items:

621-01 . . . . foam rubber slabs

699-05, 699-06 . . . . chain link fencing, of all materials

(ii) the deletion of items 83 1-01 and 8 31-02 (ladies' plastic handbags) and the substitution of the following:

831-01, 831-02 . . . . ladies' handbags, of all materials except natural leather

Inquiries about the above notice should be addressed to the Tariff Section, Export Services Branch, Board of Trade, Hillgate House, 35 Old Bailey, London, E.C.4. (Tel. City 5757, Ext. 471).

BRAZIL

Transfer of goods from the special to general import category

BY CUSTOMS POLICY Council Resolution No. 443 published in the Brazil *Diario Oficial* on October 14 and effective from October 29, the following artificial fibres have been transferred from the Special to the General Category of imports. A 30 per cent increase in the tariff on these items is being studied but has not yet been approved. This is the sixth list of goods to be transferred from the Special to the General Category.

Tariff No.	Description
51·01	Yarn of continuous man-made fibres, multiple or single, not put up for sale by retail:
001	Of vinyl derivatives, bleached or of natural colour.
002	Of vinyl derivatives, printed or dyed.
003	Of proteins (casein or others), bleached or of natural colour.
004	Of proteins (casein or others), printed or dyed.
005	Of acetate rayon, bleached or of natural colour.
006	Of acetate rayon, printed or dyed.
007	Of cuprammonium rayon, nitrocellulose rayon or viscose rayon, bleached or of natural colour.
008	Of cuprammonium rayon, nitrocellulose rayon or viscose rayon, printed or dyed.
009	Of superpolyamides (nylon and the like), bleached or of natural colour.
010	Of superpolyamides (nylon and the like), printed or dyed.

In addition the following minimum values (in United States dollars per kilo gross weight c.i.f.) have been established for calculating the *ad valorem* tariff:

Tariff No.	Description	Minimum Value
51.01.005	(a) Under 150 denier	U.S.$1·86 per kilo
	(b) 150 to 450 denier	U.S.$1·22 per kilo
	(c) Over 450 denier	U.S.$1·08 per kilo
51.01.006	(a) Under 150 denier	U.S.$1·86 per kilo
	(b) 150 to 450 denier	U.S.$1·22 per kilo
	(c) Over 450 denier	U.S.$1·08 per kilo
51.01.007	(a) Up to 150 denier	U.S.$2·75 per kilo
	(b) 150 to 450 denier	U.S.$1·53 per kilo
	(c) Over 450 denier	U.S.$1·18 per kilo
51.01.008	(a) Under 150 denier	U.S.$2·75 per kilo
	(b) 150 to 450 denier	U.S.$1·53 per kilo
	(c) Over 450 denier	U.S.$1·18 per kilo
51.01.009	(1) Monofilaments	U.S.$5·86 per kilo
	(2) Multifilaments:	
	(a) Under 130 denier	U.S.$5·86 per kilo
	(b) 130 to 400 denier	U.S.$2·64 per kilo
	(c) Over 400 denier	U.S.$2·30 per kilo
51.01.010	(1) Monofilaments	U.S.$5·86 per kilo
	(2) Multifilaments:	
	(a) Under 130 denier	U.S.$4·88 per kilo
	(b) 130 to 400 denier	U.S.$2·64 per kilo
	(c) Over 400 denier	U.S.$2·30 per kilo

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Index to statistics published regularly in the Board of Trade Journal

A = annually; M = monthly; Q = quarterly; 6-M = every six months.

Title	*Last published*
Air transport:	
Activity at UK aerodromes (M)	23 Dec. 1966
Aircraft noise at Heathrow Airport (Q)	23 Dec. 1966
Mileage and traffic (M)	This week
Trade by air (6-M)	27 May 1966
Balance of payments (Q)	30 Sept. 1966
Business names registered (A)	4 Feb. 1966
Capital expenditure:	
By industry (Q)	9 Dec. 1966
Distributive and service trades (A)	This week
Expected capital expenditure (3 times a year)	24 June 1966
Catering trades turnover (M)	16 Dec. 1966
Chemical industries production (6-M)	11 Nov. 1966
Companies:	
Income and finance (Q)	4 Nov. 1966
New companies registered:	
Gt. Britain (M)	23 Dec. 1966
N. Ireland (M)	25 Nov. 1966
Credit:	
Instalment credit business (M)	11 Nov. 1966
International trade credit (A)	17 June 1966
Engineering and electrical goods:	
Deliveries of certain products (Q)	30 Sept. 1966
Production, exports and orders (M)	25 Nov. 1966
ECGD business (Q)	4 Nov. 1966
Film industry:	
British Film Fund Agency returns (M)	18 Nov. 1966
Cinema admissions and takings (M)	2 Dec. 1966
Overseas payments and earnings (A)	31 Dec. 1965
Registrations of films (A)	28 Jan. 1966
Trends in film-going (A)	9 Sept. 1966
Food:	
Consumption levels (A)	26 Aug. 1966
Household consumption (Q)	18 Nov. 1966
Foreign trade:	
Commonwealth trade (A)	1 July 1966
Sterling area trade summary (Q)	4 Nov. 1966
Trends in exports of manufactures (A)	18 Nov. 1966
World trade and production (Q)	2 Dec. 1966
Foreign trade of the UK:	
Unit value and volume index nos. (M)	9 Dec. 1966
Value of overseas trade (M)	23 Dec. 1966
Gold and convertible currency reserves (M)	9 Dec. 1966
Hairdressing trades turnover (M)	16 Dec. 1966
Hire purchase:	
Assets and liabilities of HP companies (Q)	18 Nov. 1966
Business (M)	9 Dec. 1966
Industrial building provisional figures (Q)	28 Oct. 1966
Industrial production:	
Index nos. (M)	This week
N. Ireland index (M)	2 Dec. 1966
Insurance companies:	
Assets (A)	1 July 1966
Transactions (Q)	9 Dec. 1966
Investment and earnings overseas (A)	10 June 1966
Laundries and dry cleaners turnover (M)	16 Dec. 1966
Machine tools deliveries and orders (M)	16 Dec. 1966
Man-made fibres:	
Analysis of production (A)	8 April 1966
Analysis of production (Q)	30 Sept. 1966
Deliveries (Q)	4 Nov. 1966
Production (M)	2 Dec. 1966
Motor industry:	
Car and commercial vehicle production (M)	23 Dec. 1966
Motor trades turnover (M)	2 Dec. 1966
Nationalized industries overdrafts (M)	2 Dec. 1966
Partnerships registered (A)	4 Feb. 1966
Pension funds:	
Assets (A)	1 July 1966
Transactions (Q)	2 Dec. 1966
Retail prices index (M)	23 Dec. 1966
Retail trade:	
Index nos. (M)	9 Dec. 1966
N. Ireland index (M)	2 Dec. 1966
Royalty transactions (A)	29 July 1966
Shipping movement at UK ports (M)	25 Nov. 1965
Stocks:	
Manufacturers', wholesalers' and distributors' (Q)	9 Dec. 1966
Retail (M)	16 Dec. 1966
Retail and wholesale trades (A)	This week
Textiles:	
Clothing and textiles orders and deliveries (M)	23 Dec. 1966
Cotton production (M)	23 Dec. 1966
Wholesale houses sales (M)	16 Dec. 1966
Wool exports (Q)	26 Aug. 1966
Wool output (M)	23 Dec. 1966
Tourism:	
International tourism (A)	16 Sept. 1966
UK tourist traffic (M)	18 Nov. 1966
Wholesale prices:	
Average prices of selected commodities (A)	25 Feb. 1966
Index nos. (M)	16 Dec. 1966

Board of Trade Departments, etc.

Subject	*Last published*
Board of Trade addresses	13 May 1966
Board of Trade regional organization	25 Nov. 1966
British and Commonwealth chambers of commerce and other British business organizations overseas	11 Mar. 1966
British commercial representatives overseas	7 Oct. 1966
Directory of Board of Trade departments and their work	27 May 1966
ECGD local offices	25 Nov. 1966
Official Receivers' offices	16 Dec. 1966
United States consular offices in the UK	17 June 1966

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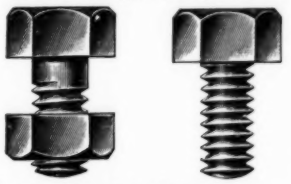

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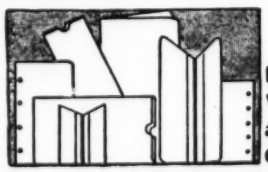

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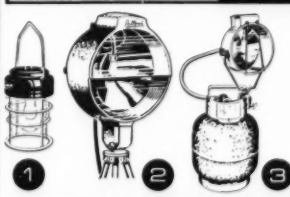

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This is the hold of a British United VC10. It is large enough to take a Rolls-Royce...or an elephant! British United's all-freight Africargo services fly to East, Central and South Africa. Ample freight space is available on all scheduled passenger services: VC10's fly twice weekly to South America —thrice weekly to East and Central Africa—and One-Elevens throughout Europe and the U.K.

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